

**STORM SEWER PIPE SCHEDULE**

PIPE ID	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	UPSTREAM INVERT	DOWNSTREAM INVERT	SLOPE (%)	LENGTH (FT)	DIAMETER (IN)	TYPE	ITEM NUMBER	ITEM	TRENCH BACKFILL (CU YD)
B-27	B-27	B-10	906.09	905.87	2.00	11	12	1	550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	5
D-05	D-05	D-04	908.23	908.06	5.86	3	12	1	550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	1
D-07	D-07	D-04	908.30	908.06	4.44	5	12	1	550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	2
A-02	A-02	A-01	911.36	910.94	6.00	7	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	3
A-03	A-03	A-01	909.43	908.00	2.44	59	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	48
A-04	A-04	A-01	909.43	909.30	0.51	26	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	20
A-05	A-05	A-03	910.49	909.43	3.06	35	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	32
A-07	A-07	A-06	912.74	912.50	5.33	5	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	2
A-08	A-08	A-06	912.74	911.75	3.88	26	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	14
A-10	A-10	A-09	920.76	920.55	4.67	5	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	2
A-11	A-11	A-09	916.78	915.25	6.00	26	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	31
A-13	A-13	A-12	926.00	925.79	4.67	5	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	2
A-14	A-14	A-12	924.26	923.47	3.10	26	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	21
A-16	A-16	A-15	927.75	927.45	5.45	6	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	3
A-17	A-17	A-15	925.66	924.13	6.00	26	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	24
A-20	A-20	A-19	926.09	924.56	6.00	26	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	24
A-22	A-22	A-21	928.25	928.04	4.67	5	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	2
A-23	A-23	A-21	926.50	925.54	3.76	26	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	21
A-25	A-25	A-24	926.18	926.07	3.14	4	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	3
A-26	A-26	A-25	927.80	927.36	4.00	11	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	5
A-28	A-28	A-24	926.60	926.07	2.08	26	12	2	20056668	STORM SEWERS, TYPE 2 WATER MAIN QUALITY PIPE, 12"	17
A-29	A-29	A-28	927.04	926.60	4.00	11	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	7
A-30	A-30	A-28	927.04	926.60	4.00	11	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	7
A-33	A-33	A-19	925.20	924.56	5.98	11	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	11
B-02	B-02	B-01	906.45	906.38	0.67	10	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	6
B-03	B-03	B-01	906.67	906.38	1.05	28	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	23
B-04	B-04	B-03	910.39	909.22	2.49	47	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	26
B-07	B-07	EX-B-06	905.75	905.57	2.22	8	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	5
B-08	B-08	B-07	905.98	905.75	1.95	12	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	7
B-10	B-10	B-09	905.87	905.80	0.62	11	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	6
B-12	B-12	B-11	906.55	906.50	2.00	3	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	2
B-13	B-13	B-12	908.38	908.00	0.79	48	12	2	20056668	STORM SEWERS, TYPE 2 WATER MAIN QUALITY PIPE, 12"	14
B-18	B-18	B-17	912.90	912.84	2.00	3	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	3
B-19	B-19	B-18	915.56	915.40	0.62	26	12	2	20056668	STORM SEWERS, TYPE 2 WATER MAIN QUALITY PIPE, 12"	7
C-05	C-05	C-04	908.70	908.24	1.87	25	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	16
C-06	C-06	C-04	910.59	908.24	4.57	51	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	27
C-08	C-08	C-07	909.06	908.86	6.06	3	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	2
C-09	C-09	C-07	909.54	908.86	1.42	48	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	26
C-11	C-11	C-10	910.51	910.31	6.06	3	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	2
C-12	C-12	C-10	910.82	910.31	1.05	48	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	24
C-14	C-14	C-13	912.42	912.17	1.75	14	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	7
C-15	C-15	C-13	912.62	912.00	1.29	48	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	25
C-17	C-17	C-16	913.71	913.39	2.29	14	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	7
C-18	C-18	C-16	913.80	913.39	0.86	48	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	25
C-20	C-20	C-08	909.71	909.08	6.00	11	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	6
C-21	C-21	C-09	909.76	909.54	2.10	11	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	5
C-26	C-26	C-04	908.90	908.24	6.00	11	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	7
C-29	C-29	C-01	907.87	907.54	3.14	11	12	2	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	8
A-06	A-06	A-01	911.75	910.83	1.46	63	15	2	20056669	STORM SEWERS, TYPE 2 WATER MAIN QUALITY PIPE, 15"	47
A-09	A-09	A-06	915.00	912.74	1.36	166	15	2	20056669	STORM SEWERS, TYPE 2 WATER MAIN QUALITY PIPE, 15"	145
A-12	A-12	A-09	923.22	920.36	1.50	191	15	2	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	141
A-15	A-15	A-12	923.88	923.22	0.50	131	15	2	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	138
A-19	A-19	A-15	924.31	923.88	0.50	86	15	2	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	100
A-21	A-21	A-19	925.29	924.31	0.50	196	15	2	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	210
A-24	A-24	A-21	926.07	925.54	0.50	106	15	2	20056669	STORM SEWERS, TYPE 2 WATER MAIN QUALITY PIPE, 15"	90
B-14	B-14	B-11	909.65	906.75	3.00	97	15	2	20056669	STORM SEWERS, TYPE 2 WATER MAIN QUALITY PIPE, 15"	52
B-17	B-17	B-14	912.59	909.65	2.33	126	15	2	20056669	STORM SEWERS, TYPE 2 WATER MAIN QUALITY PIPE, 15"	82
C-07	C-07	C-03	908.86	907.31	0.80	194	15	2	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	146
C-10	C-10	C-07	910.31	908.86	0.80	182	15	2	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	106
C-13	C-13	C-10	911.92	910.31	1.10	146	15	2	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	84
C-16	C-16	C-13	913.14	911.92	1.10	111	15	2	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	68
B-09	B-09	EX-B-06	905.80	905.59	0.44	48	18	2	550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	30
B-11	B-11	B-09	906.50	905.80	0.61	116	18	2	550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	70
A-01	A-01	OUT-A	907.50	906.77	1.55	47	24	2	550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	20
C-01	C-01	OUT-C	906.54	906.48	0.23	26	24	2	550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	10
C-03	C-03	C-01	906.56	906.54	0.40	5	24	2	550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	6
B-06A	EX-B-06A	EX-B-06	906.78	906.70	0.25	32	15	1	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	10

FILE NAME =	DESIGNED - DLEVIN	REVISED -
	DRAWN - TBLANK	REVISED -
USER NAME = jreambillo	CHECKED - AFOWLER	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -

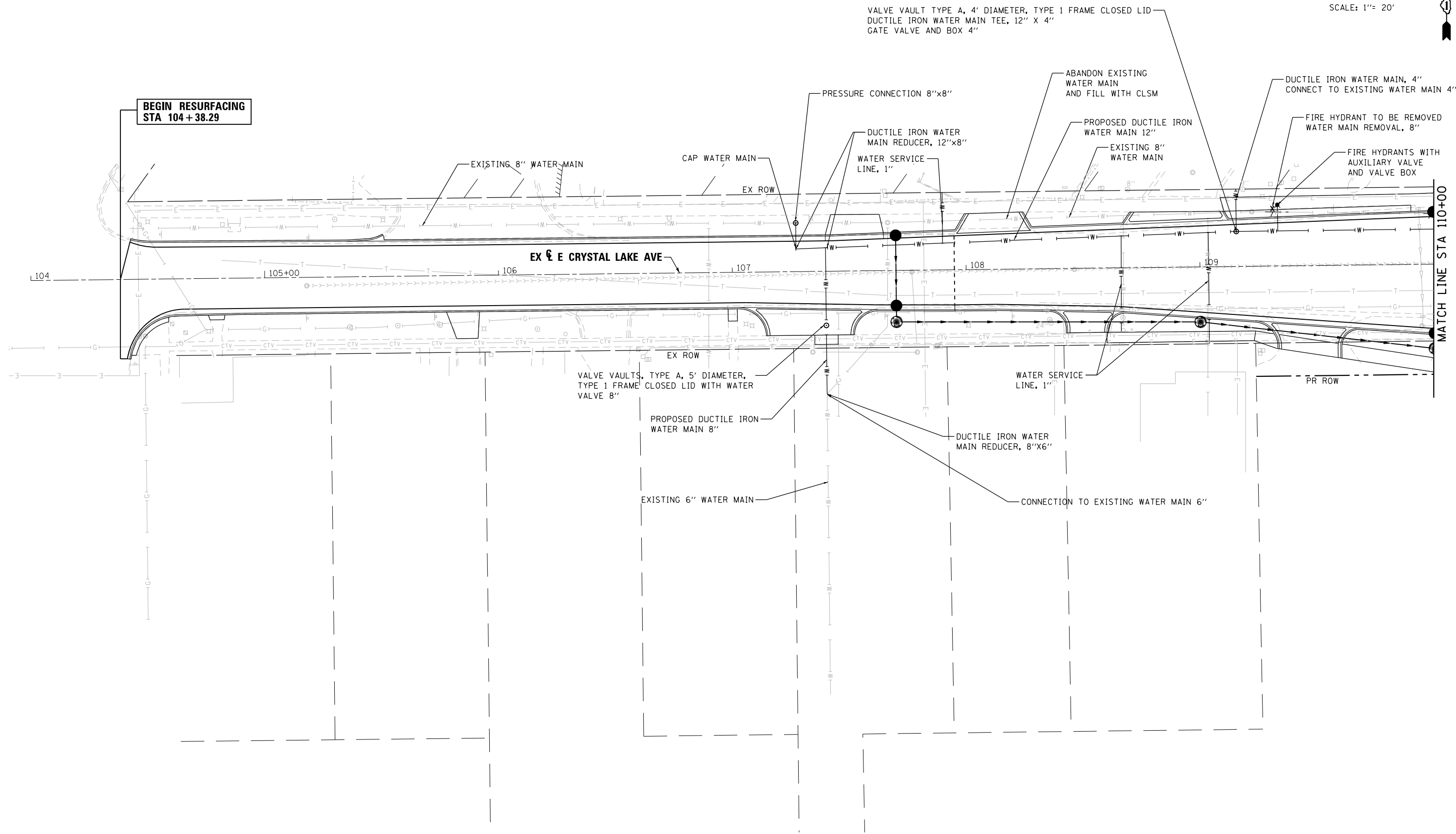


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SCHEDULES  
STORM SEWERS**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	101
			CONTRACT NO. 61F58	
ILLINOIS FED. AID PROJECT				



FILE NAME =	DESIGNED - CRYSTAL LAKE	REVISED -
USER NAME = jreambillo	DRAWN - TBLANK	REVISED -
PLOT DATE = 8/19/2019	CHECKED - DLEVIN	REVISED -
	DATE - 5/28/2019	REVISED -

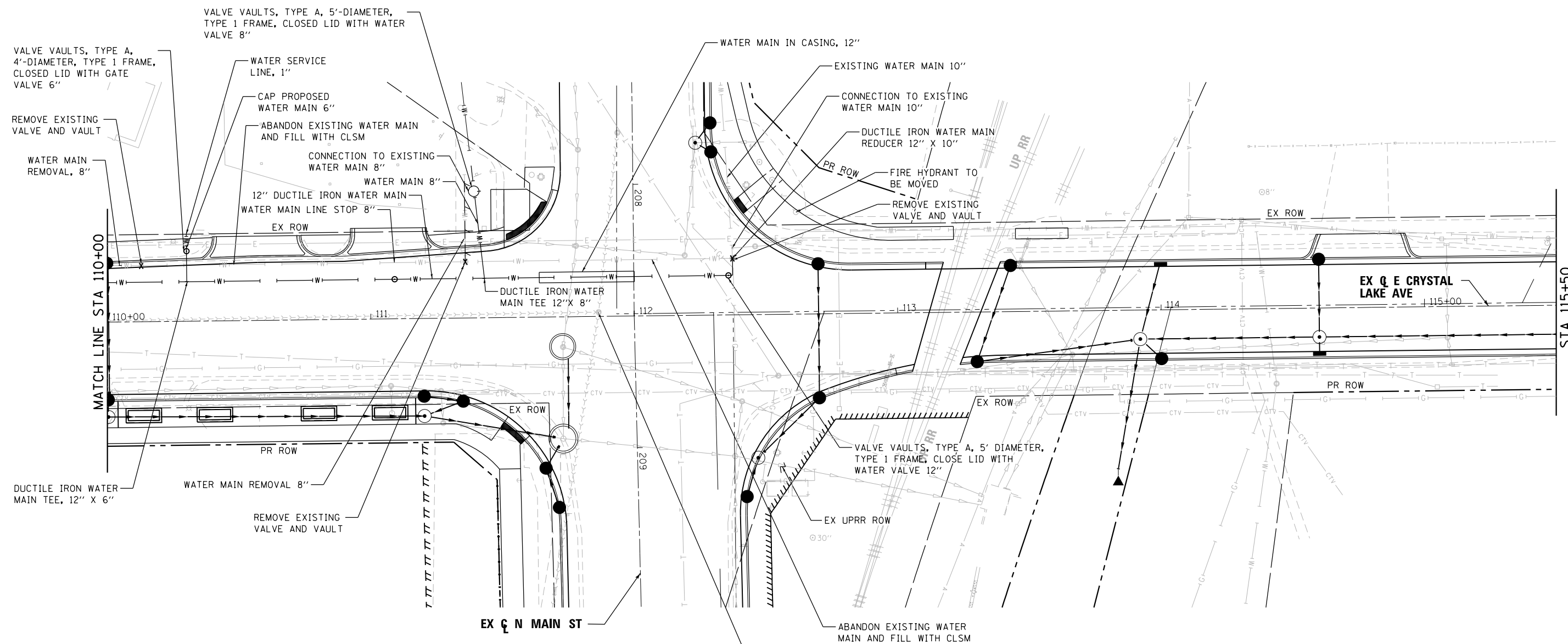
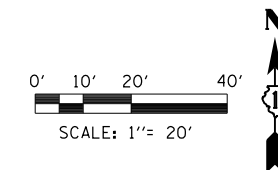


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>WATER MAIN PLAN CRYSTAL LAKE AVE STA 104 + 00 TO STA 110 + 00</b>			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 102
CONTRACT NO. 61F58				ILLINOIS FED. AID PROJECT

10214-sh1-watermain-CryLake-01.dgn  
41333



**RECOMMENDED WATER MAIN INSTALLATION SEQUENCING**

STAGE 1: REMOVE VALVE NEAR STA. 112+40 AND CAP BOTH ENDS OF EXISTING. BEGIN LAYING 12" WATERMAIN AT 90 DEGREE ELBOW AT STA. 112+40 ALONG WITH NEW VALVE AND VALVE VAULT, INSTALL WATER MAIN 12" TO WEST AS WORK ZONE ALLOWS AND TEMPORARILLY CAP END. INSTALL LINE STOP NEAR STA. 124+15, REMOVE EXISTING WATER MAIN AND INSTALL NEW WATER MAIN AS WORK ZONE ALLOWS, TEMPORARILY CAP ENDS.

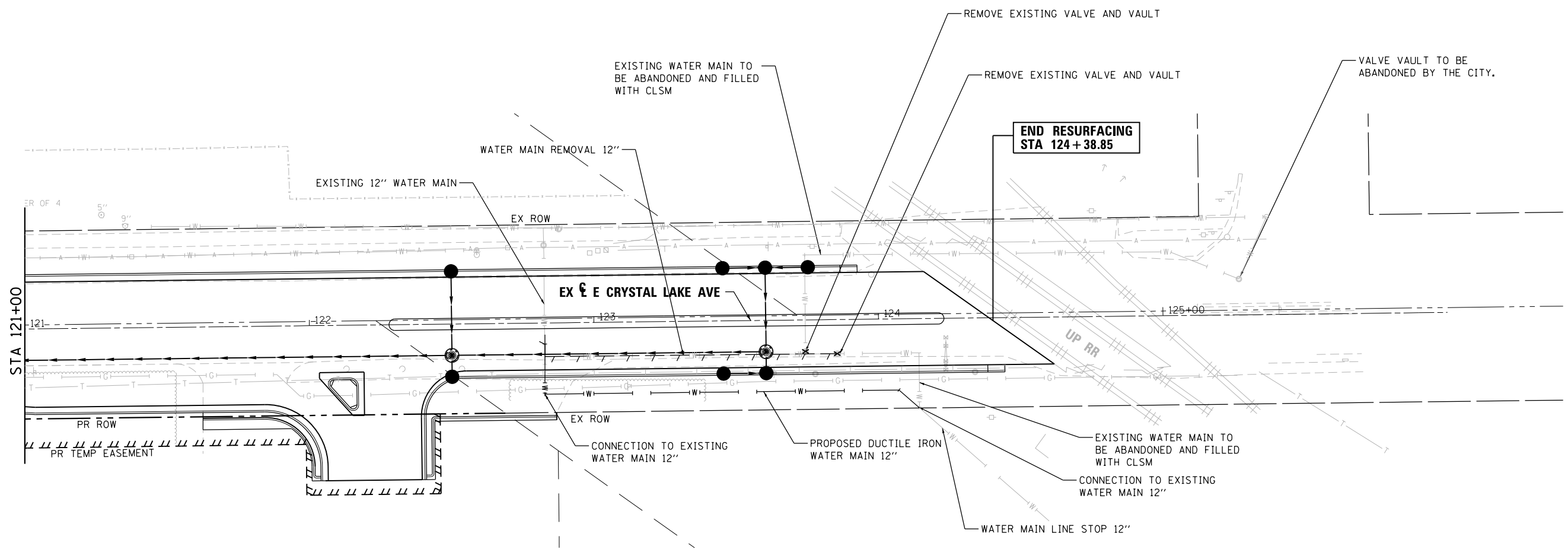
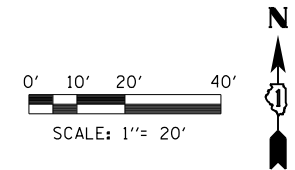
STAGE 2: INSTALL WATER MAIN 12" AT INTERSECTION AS WORK ZONE ALLOWS, TEMPORARILY CAP ENDS. CONNECT TO EXISTING WATER MAIN AT STA. 122+85

STAGE 3: INSTALL WATER MAIN 8", VALVE VAULT AND WATER VALVE 8" NEAR STA. 107+45 RT. DO NOT CONNECT TO EXISTING.

STAGE 4: INSTALL WATER MAIN 8" ACROSS CRYSTAL LAKE AVE AS WORK ZONE ALLOWS AND TEMPORARILY CAP END. INSTALL REMAINING WATER MAIN AND HYDRANT, EXCLUDING SERVICE CONNECTIONS, AND MAKE PRESSURE CONNECTION NEAR STA. 107+25. AFTER SUCCESSFUL PRESSURE AND QUALITY TESTING, MAKE FINAL CONNECTION TO EXISTING WATER MAIN NEAR STA. 112+40 AND INSTALL ALL WATER SERVICE CONNECTIONS. FILL AND ABANDON WATER MAINS AS INDICATED ON THE PLANS.

EXISTING SANITARY MANHOLE  
APPROX. INV 902.70 (W) (VIF)  
APPROX. INV 899.20 (N,S) (VIF)

FILE NAME =	DESIGNED - CRYSTAL LAKE	REVISED -	 Alfred Benesch & Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>WATER MAIN PLAN CRYSTAL LAKE AVE</b> <b>STA 110+00 TO STA 115+50</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = jreambillo	DRAWN - TBLANK	REVISED -			116/124	12-00116-00-CH	MCHENRY	208	103			
PLOT DATE = 5/27/2019	CHECKED - DLEVIN	REVISED -			CONTRACT NO. 61F58							
10214-sh1-watermain-CryLake-02.dgn 41333	DATE - 5/28/2019	REVISED -	SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				

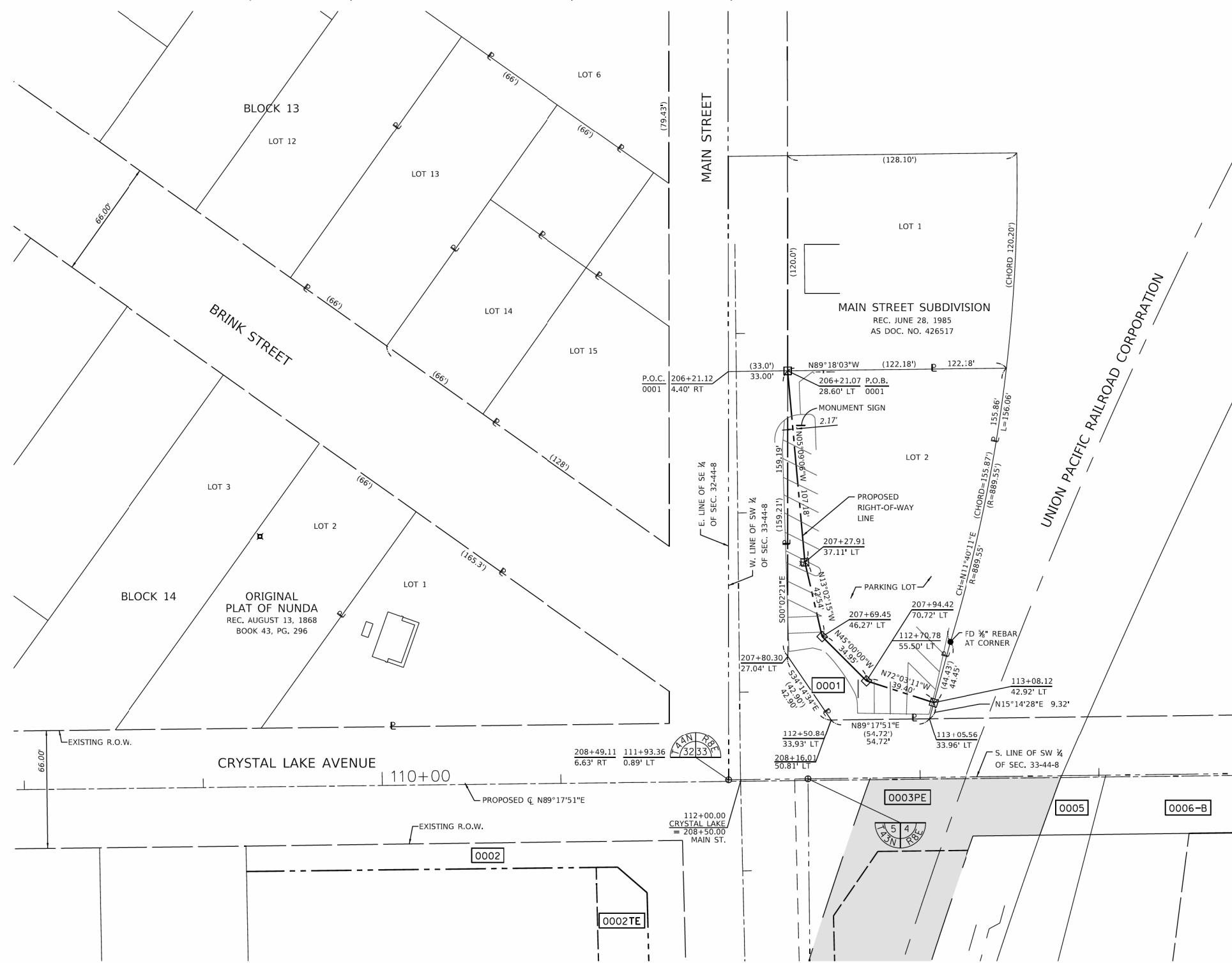


**NOTE**

A WATER MAIN OR WATER SERVICE SHALL BE SEPARATED FROM A SEWER SO THAT ITS INVERT IS A MINIMUM OF 18 INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER WHENEVER WATER MAINS OR SERVICES CROSS STORM SEWERS, SANITARY SEWERS OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATER MAIN OR WATER SERVICES LOCATED WITHIN 10 FEET HORIZONTALLY OF ANY SEWER OR DRAIN CROSSED.

FILE NAME =	DESIGNED - CRYSTAL LAKE	REVISED -	 <small>Alfred Benesch &amp; Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214</small>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>WATER MAIN PLAN CRYSTAL LAKE AVE STA 121+00 TO STA 126+00</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = jreambillo	DRAWN - TBLANK	REVISED -			116/124	12-00116-00-CH	MCHENRY	208	104			
PLOT DATE = 8/19/2019	CHECKED - DLEVIN	REVISED -			CONTRACT NO. 61F58							
DATE - 5/28/2019	DATE - 5/28/2019	REVISED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT						

PART OF SECTION 32 & 33, TWP. 44 N., R. 8 E. OF THE 3RD. P.M., MCHENRY COUNTY, ILLINOIS.



### LEGEND

	SECTION CORNER		QUARTER SECTION CORNER
	SECTION / QUARTER SECTION LINE		PLATTED LOT LINES
	PROPERTY (DEED) LINE		APPARENT PROPERTY LINE
	EXISTING CENTERLINE		PROPOSED CENTERLINE
	EXISTING RIGHT OF WAY LINE		PROPOSED RIGHT OF WAY LINE
	EXISTING EASEMENT		PROPOSED EASEMENT
	EXISTING ACCESS CONTROL LINE		PROPOSED ACCESS CONTROL LINE
	MEASURED DIMENSION		COMPUTED DIMENSION
	RECORDED DIMENSION		EXISTING BUILDING

- IRON PIPE OR ROD FOUND      ⊕ 'MAG' NAIL SET
- + CUT CROSS FOUND OR SET      ○ 5 / 8" REBAR SET
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION, SET 5/8" INCH
- T2 IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY
- T3 COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION,
- BT2 BURIED 5/8" IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND
- BT3 IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, BURIED 5/8" IRON METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 667101-02 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS )  
 ) SS  
 COUNTY OF )

THIS IS TO CERTIFY THAT I, JOHN H. SWEET, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 4 & 5, TOWNSHIP 43 NORTH, RANGE 8 EAST AND SECTIONS 32 & 33 TOWNSHIP 44 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, MCHENRY COUNTY; THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY; THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN HEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE CITY OF CRYSTAL LAKE, STATE OF ILLINOIS.

DATED AT \_\_\_\_\_, ILLINOIS THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3158  
 LICENSE EXPIRATION DATE: 11/30/2019

- NOTES:
- THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THAT PORTION SHOWN AS PROPOSED RIGHT-OF-WAY.
  - ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED. ALL BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".
  - ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.999936751.

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.U. ROUTE 116 (CRYSTAL LAKE AVE.)  
 F.A.U. ROUTE 124 (MAIN STREET)

LIMITS: SECTION 12-00116-00-CH COUNTY: MCHENRY JOB NO.: R-55-001-97  
 STA. 206+21.07 TO STA. 208+16.01  
 SCALE: 1"=30' SHEET 1 OF 7 SHEETS

**BUREAU OF LAND ACQUISITION**  
 201 WEST CENTER COURT  
 SCHAUMBURG, ILLINOIS 60196

PARCEL NUMBER	TOTAL HOLDING	AREA TAKEN	AREA PREVIOUSLY USED	REMAINING AREA	EASEMENT AREA	PIN
0001	0.453 Ac	0.068 Ac	0.000 Ac	0.385 Ac	NA	14-33-354-006

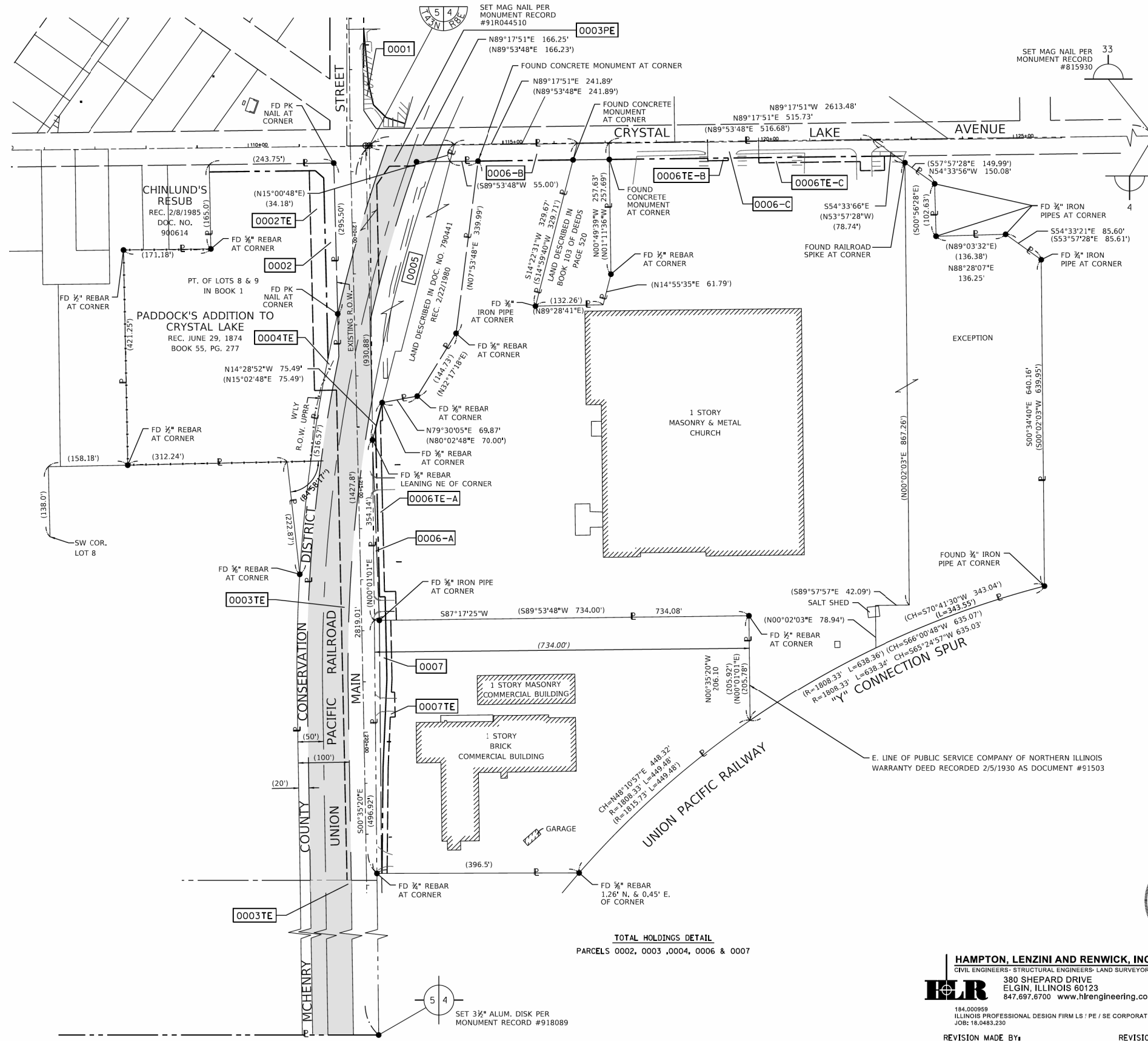
**HAMPTON, LENZINI AND RENWICK, INC.**  
 CIVIL ENGINEERS - STRUCTURAL ENGINEERS - LAND SURVEYORS  
 380 SHEPARD DRIVE  
 ELGIN, ILLINOIS 60123  
 847.697.6700 www.hlrengineering.com

184.000959  
 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION  
 JOB#: 18.0483.230

**IDOT USE ONLY**

REVISION DATE: / / REVISION MADE BY:

PART OF SECTION 4 & 5, TWP. 43 N., R. 8 E. OF THE 3RD. P.M., MCHENRY COUNTY, ILLINOIS.



### LEGEND

	SECTION CORNER		QUARTER SECTION CORNER
	SECTION / QUARTER SECTION LINE		PLATTED LOT LINES
	PROPERTY (DEED) LINE		APPARENT PROPERTY LINE
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	EXISTING EASEMENT		PROPOSED EASEMENT
	EXISTING ACCESS CONTROL LINE		PROPOSED ACCESS CONTROL LINE
	MEASURED DIMENSION		COMPUTED DIMENSION
	RECORDED DIMENSION		EXISTING BUILDING

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- + CUT CROSS FOUND OR SET
- 5 / 8" REBAR SET
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- PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 667101-02 (TO BE SET BY OTHERS)
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STATE OF ILLINOIS )  
 ) ) )  
 COUNTY OF ) ) )

THIS IS TO CERTIFY THAT I, JOHN H. SWEET, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 4 & 5, TOWNSHIP 43 NORTH, RANGE 8 EAST AND SECTIONS 32 & 33 TOWNSHIP 44 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, MCHENRY COUNTY; THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY; THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN HEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE CITY OF CRYSTAL LAKE, STATE OF ILLINOIS.

DATED AT \_\_\_\_\_, ILLINOIS THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3158  
 LICENSE EXPIRATION DATE: 11/30/2019

- NOTES:
1. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THAT PORTION SHOWN AS PROPOSED RIGHT-OF-WAY.
  2. ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED. ALL BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".
  3. ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.999936751.



**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.U. ROUTE 116 (CRYSTAL LAKE AVE.)  
 F.A.U. ROUTE 124 (MAIN STREET)

LIMITS:  
 SECTION: 12-00116-00-CH JOB NO.: R-55-001-97  
 STA. 208+50 TO STA. 223+06.74  
 SCALE: 1"=100' SHEET 2 OF 7 SHEETS

**BUREAU OF LAND ACQUISITION**  
 201 WEST CENTER COURT  
 SCHAUMBURG, ILLINOIS 60196

**HAMPTON, LENZINI AND RENWICK, INC.**  
 CIVIL ENGINEERS - STRUCTURAL ENGINEERS - LAND SURVEYORS  
 380 SHEPARD DRIVE  
 ELGIN, ILLINOIS 60123  
 847.697.6700 www.hlrengineering.com

184.000958  
 ILLINOIS PROFESSIONAL DESIGN FIRM L.S./P.E./S.E. CORPORATION  
 JOB#: 16.0493.230

REVISION MADE BY: / / REVISION DATE: / /

TOTAL HOLDINGS DETAIL  
 PARCELS 0002, 0003, 0004, 0006 & 0007

FILE NAME =	DESIGNED -	REVISED -
USER NAME = jreambillo	DRAWN -	REVISED -
PLOT DATE = 5/27/2019	CHECKED -	REVISED -
	DATE - 5/28/2019	REVISED -

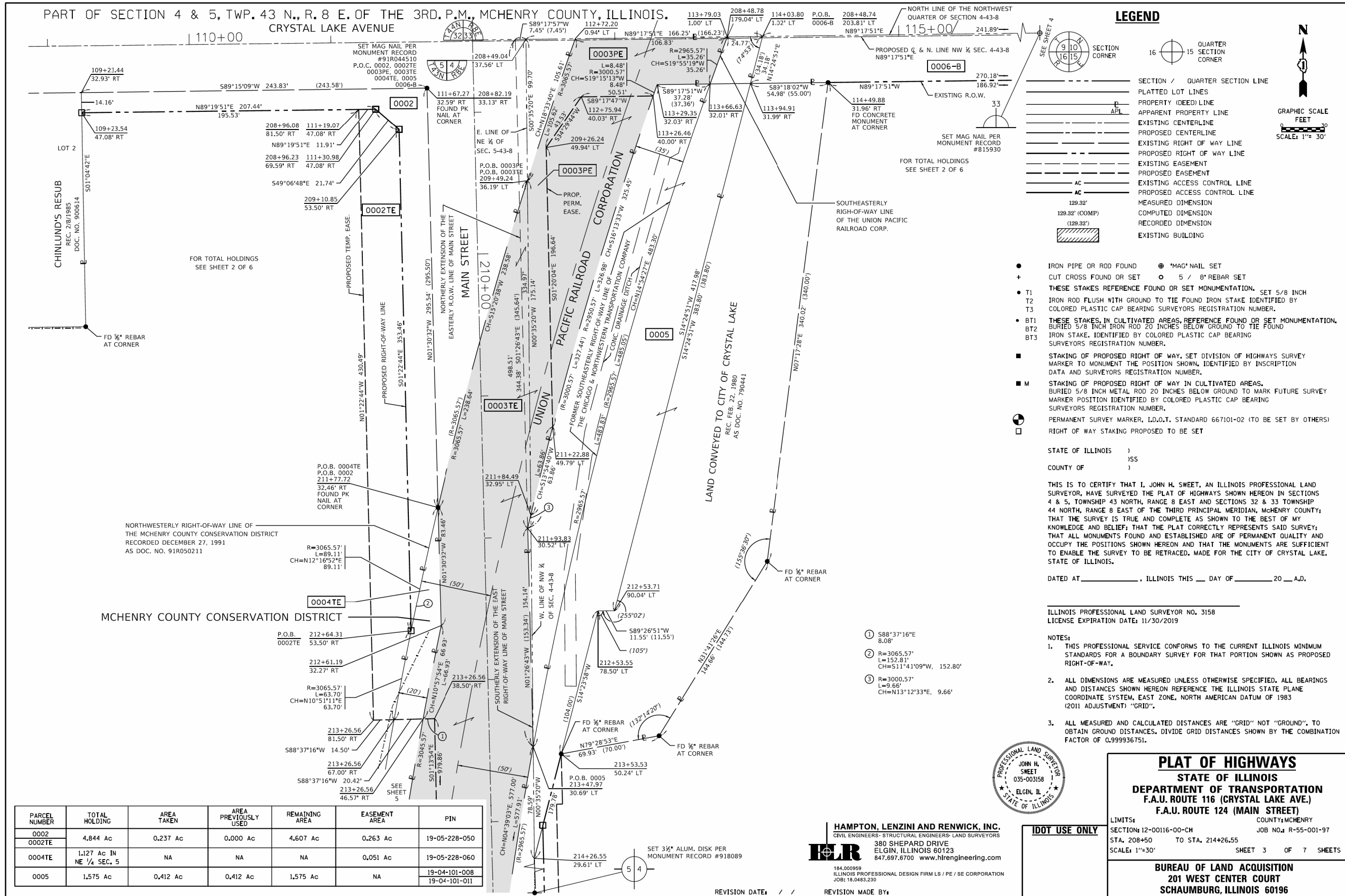
**benesch**  
 Alfred Benesch & Company  
 35 West Wacker Drive, Suite 3300  
 Chicago, Illinois 60601  
 312-865-0450 Job No. 10214

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

SCALE:	SHEET NO. 2 OF 6 SHEETS	STA.	TO STA.
--------	-------------------------	------	---------

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	106
CONTRACT NO. 61F58				
ILLINOIS FED. AID PROJECT				



**HAMPTON, LENZINI AND RENWICK, INC.**  
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 380 SHEPARD DRIVE  
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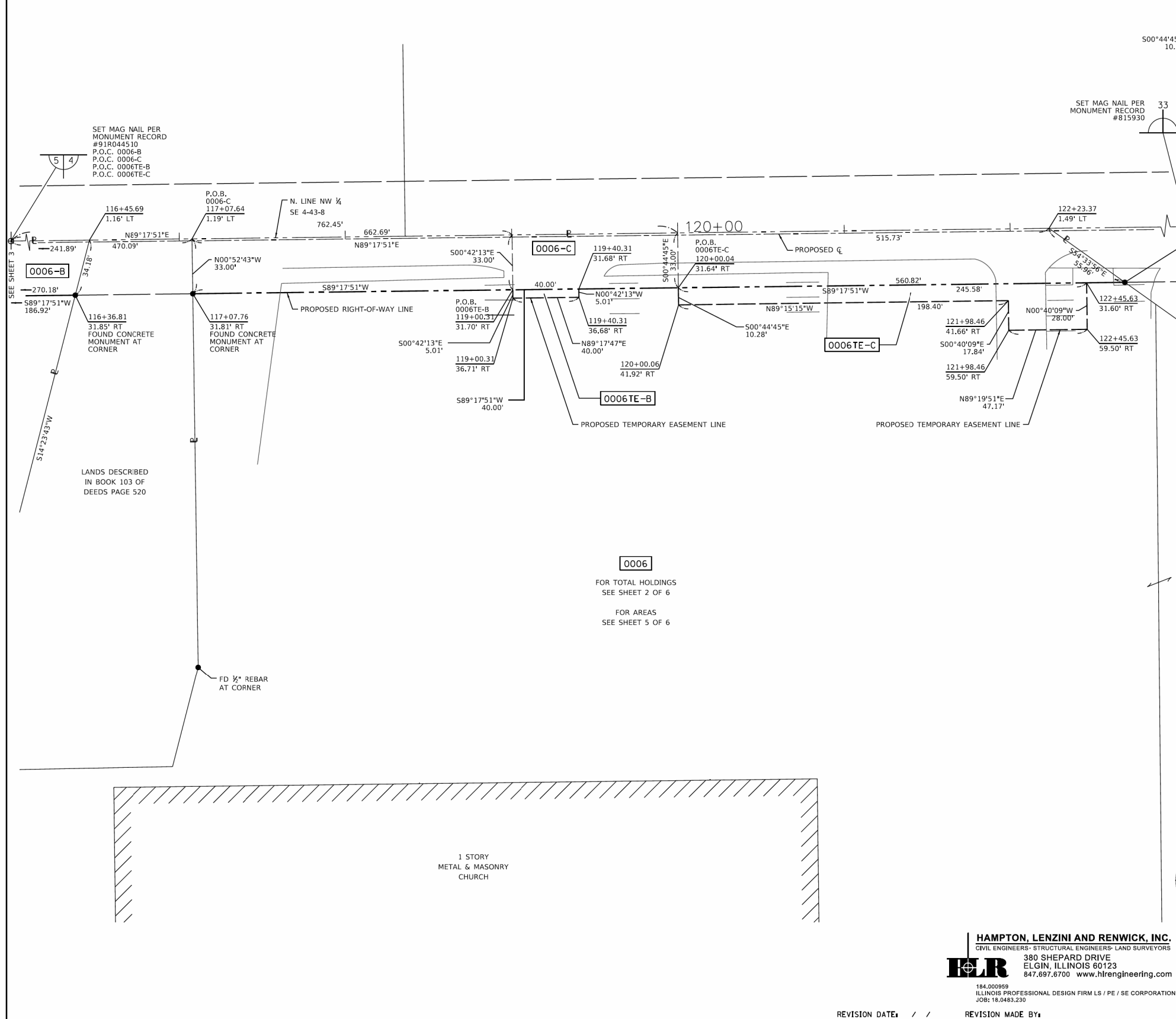
**IDOT USE ONLY**

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.U. ROUTE 116 (CRYSTAL LAKE AVE.)  
 F.A.U. ROUTE 124 (MAIN STREET)

LIMITS: SECTION 12-00116-00-CH COUNTY: MCHENRY JOB NO.: R-55-001-97  
 STA. 208+50 TO STA. 214+26.55  
 SCALE: 1"=30' SHEET 3 OF 7 SHEETS

**BUREAU OF LAND ACQUISITION**  
 201 WEST CENTER COURT  
 SCHAUMBURG, ILLINOIS 60196

PART OF SECTION 4, TWP. 43 N., R. 8 E. OF THE 3RD. P.M., MCHENRY COUNTY, ILLINOIS.



**LEGEND**

SECTION CORNER: 9 10 15 16

QUARTER SECTION CORNER: 16

SECTION / QUARTER SECTION LINE: ---

PLATTED LOT LINES: - - - -

PROPERTY (DEED) LINE: ———

APPL APPARENT PROPERTY LINE: - - - -

EXISTING CENTERLINE: ———

PROPOSED CENTERLINE: - - - -

EXISTING RIGHT OF WAY LINE: ———

PROPOSED RIGHT OF WAY LINE: - - - -

EXISTING EASEMENT: ———

PROPOSED EASEMENT: - - - -

EXISTING ACCESS CONTROL LINE: ———

PROPOSED ACCESS CONTROL LINE: - - - -

MEASURED DIMENSION: 129.32'

COMPUTED DIMENSION: 129.32' (COMP)

RECORDED DIMENSION: 129.32'

EXISTING BUILDING: [Hatched Area]

IRON PIPE OR ROD FOUND: ●

CUT CROSS FOUND OR SET: +

5 / 8" REBAR SET: ○

T1: IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

T2: IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

T3: IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

BT1: THESE STAKES IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION, BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

BT2: IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

BT3: IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

■ STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 667101-02 (TO BE SET BY OTHERS)

□ RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS )  
 ) SS  
 COUNTY OF )

THIS IS TO CERTIFY THAT I, JOHN H. SWEET, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 4 & 5, TOWNSHIP 43 NORTH, RANGE 8 EAST AND SECTIONS 32 & 33 TOWNSHIP 44 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, MCHENRY COUNTY; THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY; THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN HEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE CITY OF CRYSTAL LAKE, STATE OF ILLINOIS.

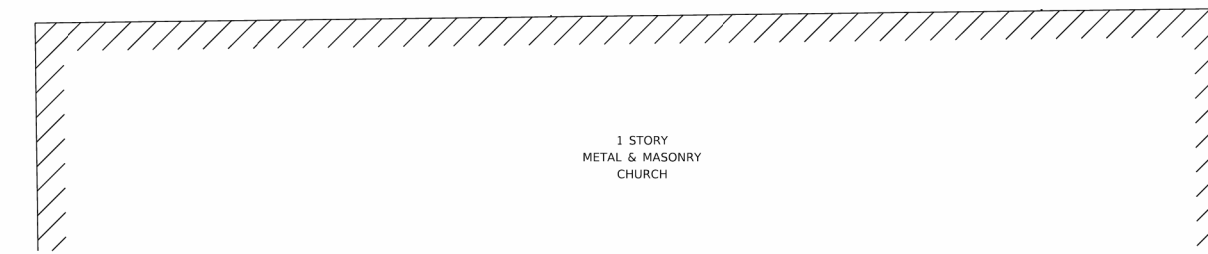
DATED AT \_\_\_\_\_, ILLINOIS THIS \_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3158  
 LICENSE EXPIRATION DATE: 11/30/2019

NOTES:  
 1. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THAT PORTION SHOWN AS PROPOSED RIGHT-OF-WAY.  
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0006  
 FOR TOTAL HOLDINGS  
 SEE SHEET 2 OF 6  
 FOR AREAS  
 SEE SHEET 5 OF 6

LANDS DESCRIBED  
 IN BOOK 103 OF  
 DEEDS PAGE 520



**HAMPTON, LENZINI AND RENWICK, INC.**  
 CIVIL ENGINEERS - STRUCTURAL ENGINEERS - LAND SURVEYORS  
 380 SHEPARD DRIVE  
 ELGIN, ILLINOIS 60123  
 847.697.6700 www.hlrenr.com

**IDOT USE ONLY**

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.U. ROUTE 116 (CRYSTAL LAKE AVE.)  
 F.A.U. ROUTE 124 (MAIN STREET)

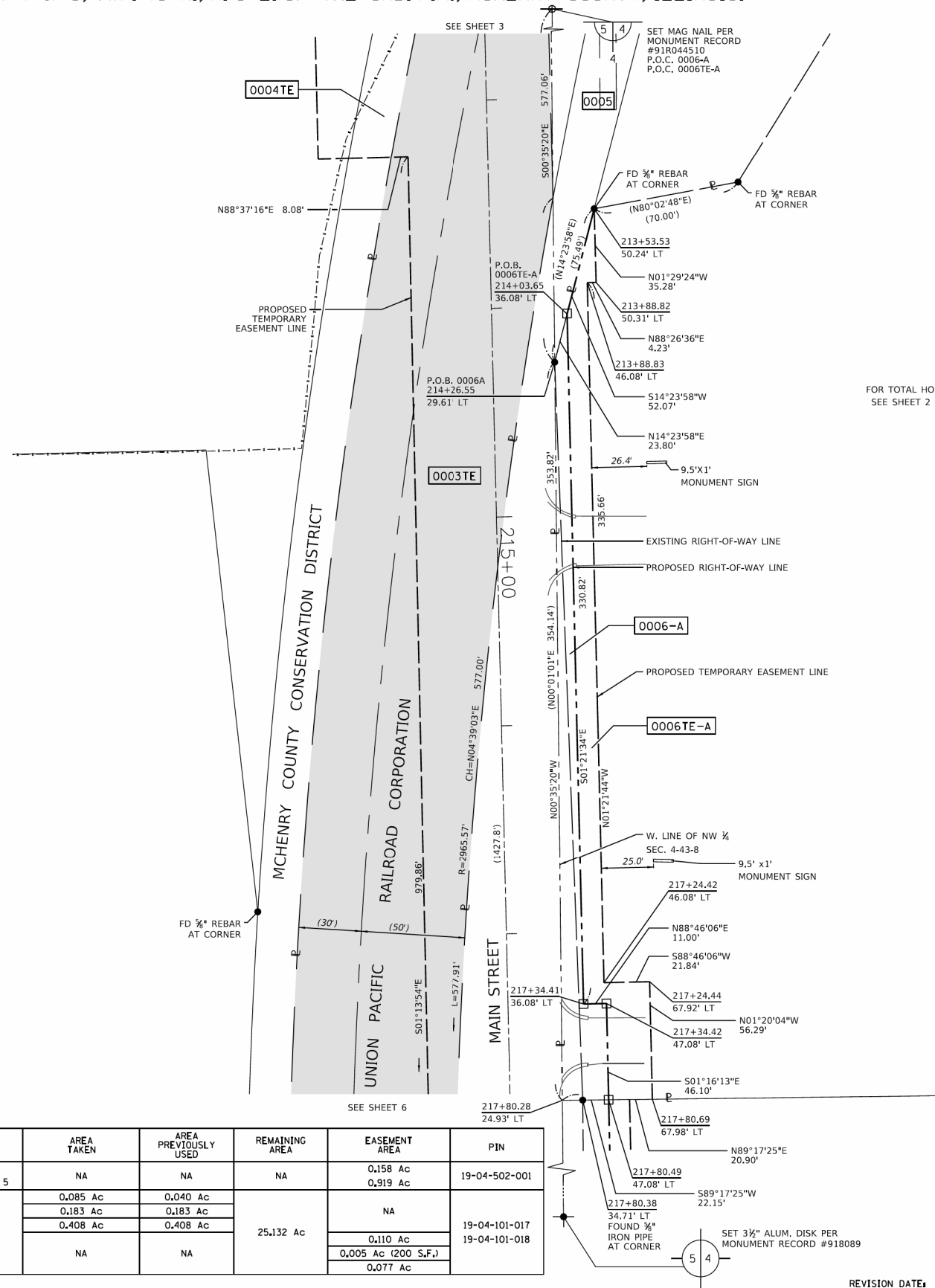
LIMITS: SECTION 12-00116-00-CH COUNTY: MCHENRY JOB NO.: R-55-001-97  
 STA. 112+00 TO STA. 122+68.58  
 SCALE: 1"=30' SHEET 4 OF 7 SHEETS

**BUREAU OF LAND ACQUISITION**  
 201 WEST CENTER COURT  
 SCHAUMBURG, ILLINOIS 60196

FILE NAME =	DESIGNED -	REVISED -	<p>Alfred Benesch &amp; Company                  35 West Wacker Drive, Suite 3300                  Chicago, Illinois 60601                  312-565-0450 Job No. 10214</p>	<p>STATE OF ILLINOIS                  DEPARTMENT OF TRANSPORTATION</p> <p>PLAT OF HIGHWAYS</p>		F.A.U. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = jreambillo	DRAWN -	REVISED -				116/124	12-00116-00-CH	MCHENRY	208	108
PLOT DATE = 5/27/2019	CHECKED -	REVISED -				CONTRACT NO. 61F58		ILLINOIS FED. AID PROJECT		
DATE = 5/28/2019	DATE	REVISED -	SCALE:	SHEET NO. 4 OF 6 SHEETS	STA.	TO STA.				



PART OF SECTION 4 & 5, TWP. 43 N., R. 8 E. OF THE 3RD. P.M., MCHENRY COUNTY, ILLINOIS.



### LEGEND

	SECTION CORNER		QUARTER SECTION CORNER
	SECTION / QUARTER SECTION LINE		PLATTED LOT LINES
	PROPERTY (DEED) LINE		APPARENT PROPERTY LINE
	EXISTING CENTERLINE		PROPOSED CENTERLINE
	EXISTING RIGHT OF WAY LINE		PROPOSED RIGHT OF WAY LINE
	EXISTING EASEMENT		PROPOSED EASEMENT
	EXISTING ACCESS CONTROL LINE		PROPOSED ACCESS CONTROL LINE
	MEASURED DIMENSION		COMPUTED DIMENSION
	RECORDED DIMENSION		EXISTING BUILDING

- IRON PIPE OR ROD FOUND      ⊕ 'MAG' NAIL SET
- + CUT CROSS FOUND OR SET      ○ 5 / 8" REBAR SET
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION, SET 5/8 INCH
- T2 IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY
- T3 COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION,
- BT2 BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND
- BT3 IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
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- ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 667101-02 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS )  
 ) SS  
 COUNTY OF )

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DATED AT \_\_\_\_\_, ILLINOIS THIS \_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3158  
 LICENSE EXPIRATION DATE: 11/30/2019

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**HAMPTON, LENZINI AND RENWICK, INC.**  
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**HLR**  
 380 SHEPARD DRIVE  
 ELGIN, ILLINOIS 60123  
 847.697.6700 www.hlrengineering.com  
 184.000959  
 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION  
 JOB#: 18.0463.230

IDOT USE ONLY

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.U. ROUTE 116 (CRYSTAL LAKE AVE.)  
 F.A.U. ROUTE 124 (MAIN STREET)

LIMITS:  
 SECTION: 12-00116-00-CH      COUNTY: MCHENRY  
 STA. 213+53.53      TO STA. 317+80.69      JOB NO.: R-55-001-97  
 SCALE: 1"=30'      SHEET 5 OF 7 SHEETS

**BUREAU OF LAND ACQUISITION**  
 201 WEST CENTER COURT  
 SCHAUMBURG, ILLINOIS 60196

PARCEL NUMBER	TOTAL HOLDING	AREA TAKEN	AREA PREVIOUSLY USED	REMAINING AREA	EASEMENT AREA	PIN
0003PE	4.711 Ac IN NE QUARTER SEC. 5	NA	NA	NA	0.158 Ac	19-04-502-001
0003TE		NA	NA	NA	0.919 Ac	
0006-A	25.808 Ac	0.085 Ac	0.040 Ac	25.132 Ac	NA	19-04-101-017
0006-B		0.183 Ac	0.183 Ac		NA	19-04-101-018
0006-C		0.408 Ac	0.408 Ac		0.110 Ac	
0006TE-A		NA	NA		0.005 Ac (200 S.F.)	
0006TE-B					0.077 Ac	
0006TE-C						

FILE NAME =	DESIGNED -	REVISED -
	DRAWN -	REVISED -
USER NAME = jreambillo	CHECKED -	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -

**benesch**  
 Alfred Benesch & Company  
 35 West Wacker Drive, Suite 3300  
 Chicago, Illinois 60601  
 312-565-0450 Job No. 10214

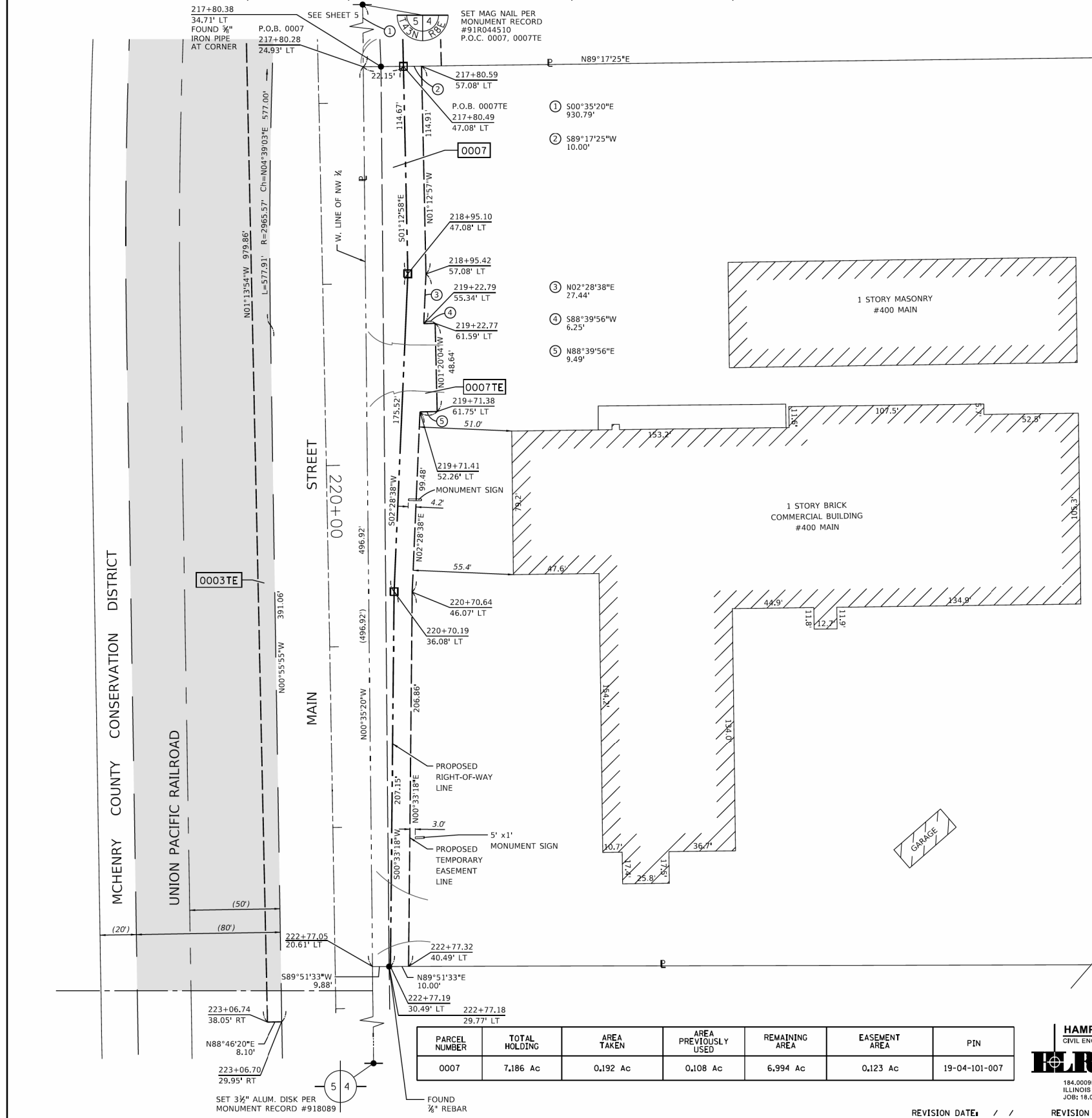
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

SCALE:	SHEET NO. 5 OF 6 SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	109
CONTRACT NO. 61F58				
ILLINOIS FED. AID PROJECT				

PART OF SECTION 4 & 5, TWP. 43 N., R. 8 E. OF THE 3RD. P.M., MCHENRY COUNTY, ILLINOIS.



### LEGEND

	SECTION CORNER		QUARTER SECTION CORNER
	SECTION / QUARTER SECTION LINE		PROPERTY (DEED) LINE
	APPL		EXISTING CENTERLINE
			PROPOSED RIGHT OF WAY LINE
			PROPOSED EASEMENT
	AC		PROPOSED ACCESS CONTROL LINE
	129.32'		COMPUTED DIMENSION
	129.32' (COMP)		EXISTING BUILDING

- IRON PIPE OR ROD FOUND
- + CUT CROSS FOUND OR SET
- T1 IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1 IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
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- RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS )  
 ) SSS  
 COUNTY OF )

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DATED AT \_\_\_\_\_, ILLINOIS THIS \_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3158  
 LICENSE EXPIRATION DATE: 11/30/2019

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PARCEL NUMBER	TOTAL HOLDING	AREA TAKEN	AREA PREVIOUSLY USED	REMAINING AREA	EASEMENT AREA	PIN
0007	7.186 Ac	0.192 Ac	0.108 Ac	6.994 Ac	0.123 Ac	19-04-101-007

IDOT USE ONLY

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.U. ROUTE 116 (CRYSTAL LAKE AVE.)  
 F.A.U. ROUTE 124 (MAIN STREET)

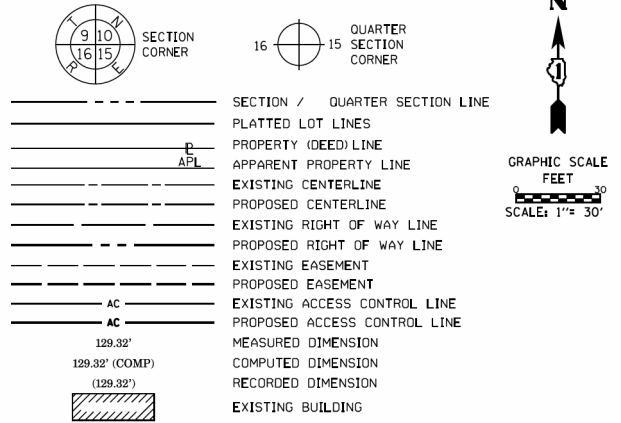
LIMITS: SECTION 12-00116-00-CH COUNTY: MCHENRY  
 STA. 217+80.38 TO STA. 223+06.70 JOB NO.: R-55-001-97  
 SCALE: 1"=30' SHEET 6 OF 7 SHEETS

**BUREAU OF LAND ACQUISITION**  
 201 WEST CENTER COURT  
 SCHAUMBURG, ILLINOIS 60196

COORDINATE TABLE			
F.A.U. ROUTE 124 (MAIN STREET)			
STATION	OFFSET	NORTHING	EASTING
206+21.07	0.0' LT	2,030,705.76	988,916.24
206+21.07	P.O.B. 0001	28.60' LT	2,030,706.06
	EX. R.O.W.		988,944.84
206+21.12	P.O.C. 0001	4.40' RT	2,030,705.66
	#		988,911.84
207+27.91	PROP. R.O.W.	37.11' LT	2,030,599.32
	#		988,954.47
207+69.45	PROP. R.O.W.	46.27' LT	2,030,557.87
	#		988,964.06
207+80.30	EX. R.O.W.	27.04' LT	2,030,546.83
	#		988,944.95
207+94.42	PROP. R.O.W.	70.72' LT	2,030,533.16
	#		988,988.77
208+16.01	EX. R.O.W.	50.81' LT	2,030,511.36
	#		988,969.09
208+49.04	NORTHWEST CORNER OF SECTION 4-43-8		
	P.O.C. 0002		
	0002TE	37.56' LT	2,030,478.20
	0003PE		988,956.19
	0003TE		
	0004TE		
	0005		
	0006-B		
208+49.11	SOUTHWEST CORNER OF SECTION 33-44-8	6.63' RT	2,030,477.66
	#		988,912.00
208+50.00	0.0' LT	2,030,476.84	988,918.64
208+82.19	EX. R.O.W.	33.13' RT	2,030,443.87
	#		988,886.30
208+96.08	PROP. TE	81.50' RT	2,030,428.82
	#		988,838.27
208+96.23	PROP. R.O.W.	69.59' RT	2,030,428.96
	#		988,850.18
209+10.85	PROP. R.O.W.	53.50' RT	2,030,414.73
	#		988,866.62
209+49.24	P.O.B. 0003PE	36.19' LT	2,030,378.51
	P.O.B. 0003TE		988,957.21
	EX. R.O.W.		
211+22.88	PROP. R.O.W.	49.79' LT	2,030,205.24
	#		988,974.98
211+77.72	P.O.B. 0004TE	32.46' RT	2,030,148.44
	EX. R.O.W.		988,894.08
211+84.49	EX. R.O.W.	32.95' LT	2,030,143.25
	#		988,959.63
211+93.83	EX. R.O.W.	30.52' LT	2,030,133.85
	#		988,957.42
212+53.55	EX. R.O.W.	78.50' LT	2,030,075.30
	#		989,006.83
212+53.71	EX. R.O.W.	90.04' LT	2,030,075.42
	#		989,018.37
212+61.19	EX. R.O.W.	32.27' RT	2,030,065.00
	#		988,896.28
212+64.31	P.O.B. 0002TE	53.50' RT	2,030,061.37
	PROP. R.O.W.		988,875.13
213+26.56	PROP. TE	38.50' RT	2,029,999.49
	#		988,891.62
213+26.56	PROP. TE	46.57' RT	2,029,999.30
	#		988,883.55
213+26.56	PROP. TE	67.00' RT	2,029,998.81
	#		988,863.13
213+26.56	PROP. TE	81.50' RT	2,029,998.46
	#		988,848.63
213+47.97	P.O.B. 0005 #	30.69' LT	2,029,979.76
	#		988,961.31
213+53.53	PROP. TE	50.24' LT	2,029,974.66
	#		988,980.99
213+88.82	PROP. TE	50.31' LT	2,029,939.39
	#		988,981.90
213+88.83	PROP. TE	46.08' LT	2,029,939.28
	#		988,977.68
214+03.65	PROP. R.O.W.	36.08' LT	2,029,924.23
	#		988,968.04
214+26.55	P.O.B. 0006-A	29.61' LT	2,029,901.17
	EX. R.O.W.		988,962.12
217+24.42	PROP. TE	46.08' LT	2,029,603.71
	#		988,985.66
217+24.44	PROP. TE	67.92' LT	2,029,604.18
	#		989,007.49
217+34.41	PROP. R.O.W.	36.08' LT	2,029,593.50
	#		988,975.89
217+34.42	PROP. R.O.W.	47.08' LT	2,029,593.74
	#		988,986.88
217+80.28	P.O.B. 0007 #	24.93' LT	2,029,547.37
	#		988,965.75
217+80.38	EX. R.O.W.	34.71' LT	2,029,547.49
	#		988,975.53
217+80.49	P.O.B. 0007TE	47.08' LT	2,029,547.65
	PROP. R.O.W.		988,987.90
217+80.59	PROP. TE	57.08' LT	2,029,547.77
	#		988,997.90
217+80.69	PROP. R.O.W.	67.98' LT	2,029,547.91
	#		989,008.80
218+95.10	PROP. R.O.W.	47.08' LT	2,029,433.00
	#		988,990.34
218+95.42	PROP. TE	57.08' LT	2,029,432.88
	#		989,000.34
219+22.77	PROP. TE	61.59' LT	2,029,405.61
	#		989,005.41
219+22.79	PROP. TE	55.34' LT	2,029,405.47
	#		988,999.16
219+71.38	PROP. TE	61.75' LT	2,029,356.99
	#		989,006.54
219+71.41	PROP. TE	52.26' LT	2,029,356.77
	#		988,997.05
220+70.19	PROP. R.O.W.	36.08' LT	2,029,257.64
	#		988,982.75
220+70.64	PROP. TE	46.07' LT	2,029,257.38
	#		988,992.75
222+77.05	#	20.61' LT	2,029,050.48
	#		988,970.86
222+77.18	EX. R.O.W.	29.77' LT	2,029,050.50
	#		988,980.02
222+77.19	PROP. R.O.W.	30.49' LT	2,029,050.50
	#		988,980.75
222+77.32	PROP. TE	40.49' LT	2,029,050.53
	#		988,990.75
223+06.70	PROP. TE	29.95' RT	2,029,020.04
	#		988,920.78
223+06.74	0.0' LT	2,029,020.46	988,950.73
223+06.74	PROP. TE	38.05' RT	2,029,019.86
	#		988,912.68
N/A	SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 4-43-8	N/A	2,027,659.34
	#		988,985.16

COORDINATE TABLE			
F.A.U. ROUTE 116 (CRYSTAL LAKE AVENUE)			
STATION	OFFSET	NORTHING	EASTING
109+23.44	0.0' LT	2,030,473.61	988,642.11
109+23.44	EX. R.O.W.	32.93' RT	2,030,440.69
	#		988,642.49
109+23.54	PROP. R.O.W.	47.08' RT	2,030,426.53
	#		988,642.76
111+19.07	PROP. TE	47.08' RT	2,030,428.82
	#		988,838.27
111+30.98	PROP. R.O.W.	47.08' RT	2,030,428.96
	#		988,850.18
111+67.27	EX. R.O.W.	32.59' RT	2,030,443.87
	#		988,886.30
111+93.36	SOUTHWEST CORNER OF SECTION 33-44-8	0.89' LT	2,030,477.66
	#		988,912.00
112+00.00	0.0' LT	2,030,476.84	988,918.64
112+50.84	EX. R.O.W.	33.93' LT	2,030,511.36
	#		988,969.09
112+70.78	PROP. R.O.W.	55.50' LT	2,030,533.16
	#		988,988.77
112+72.20	R.R. R.O.W.	0.94' LT	2,030,478.63
	#		988,990.83
112+75.94	PROP. PE	40.03' RT	2,030,437.70
	#		988,995.05
113+05.56	EX. R.O.W.	33.96' LT	2,030,512.03
	#		989,023.81
113+08.12	PROP. R.O.W.	42.92' LT	2,030,521.02
	#		989,026.26
113+26.46	PROP. PE	40.00' RT	2,030,438.32
	#		989,045.56
113+29.35	EX. R.O.W.	32.03' RT	2,030,446.33
	#		989,048.36
113+66.63	EX. R.O.W.	32.01' RT	2,030,446.79
	#		989,085.64
113+79.03	R.R. R.O.W.	1.00' LT	2,030,479.94
	#		989,097.66
113+94.91	EX. R.O.W.	31.99' RT	2,030,447.14
	#		989,113.92
114+03.80	P.O.B. 0006-B #	1.02' LT	2,030,480.24
	#		989,122.42
114+49.88	PROP. & EX. R.O.W.	31.96' RT	2,030,447.81
	#		989,168.89
116+36.81	EX. R.O.W.	31.85' RT	2,030,450.10
	#		989,355.80
116+45.69	#	1.16' LT	2,030,483.21
	#		989,364.30
117+07.64	P.O.B. 0006-C #	1.19' LT	2,030,483.97
	#		989,426.24
117+07.76	PROP. & EX. R.O.W.	31.81' RT	2,030,450.97
	#		989,426.74
119+00.31	P.O.B. 0006TE-B	31.70' RT	2,030,453.33
	PROP. TE		989,619.28
119+00.31	PROP. TE	36.71' RT	2,030,448.32
	#		989,619.34
119+40.31	PROP. TE	31.68' RT	2,030,453.82
	#		989,659.28
119+40.31	PROP. TE	36.68' RT	2,030,448.81
	#		989,659.34
120+00.04	P.O.B. 0006TE-C	31.64' RT	2,030,454.55
	PROP. TE		989,719.01
120+00.06	PROP. TE	41.92' RT	2,030,444.27
	#		989,719.14
121+98.46	PROP. TE	41.66' RT	2,030,446.85
	#		989,917.53
121+98.46	PROP. TE	59.50' RT	2,030,429.01
	#		989,917.74
122+45.63	PROP. TE	31.60' RT	2,030,451.56
	#		989,964.57
122+45.63	PROP. TE	59.50' RT	2,030,429.56
	#		989,964.90
122+23.37	#	1.49' LT	2,030,490.29
	#		989,941.93
122+68.58	0.0' LT	2,030,489.33	989,987.16
122+68.58	PROP. R.O.W.	31.48' RT	2,030,451.84
	#		989,987.52
N/A	SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SECTION 33-44-8	N/A	2,030,510.24
	#		991,569.47

**LEGEND**



- IRON PIPE OR ROD FOUND      ⊗ 'MAG' NAIL SET
- + CUT CROSS FOUND OR SET      ○ 5 / 8" REBAR SET
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION, SET 5/8 INCH
- T2 IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY
- T3 COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION,
- BT2 BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND
- BT3 IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 667101-02 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS )  
  )SS  
COUNTY OF                )

THIS IS TO CERTIFY THAT I, JOHN H. SWEET, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 4 & 5, TOWNSHIP 43 NORTH, RANGE 8 EAST AND SECTIONS 32 & 33 TOWNSHIP 44 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY; THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY; THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN HEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE CITY OF CRYSTAL LAKE, STATE OF ILLINOIS.

DATED AT \_\_\_\_\_, ILLINOIS THIS \_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3158  
LICENSE EXPIRATION DATE: 11/30/2019

- NOTES:
1. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THAT PORTION SHOWN AS PROPOSED RIGHT-OF-WAY.
  2. ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED. ALL BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".
  3. ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.999936751.



**HAMPTON, LENZINI AND RENWICK, INC.**  
CIVIL ENGINEERS - STRUCTURAL ENGINEERS - LAND SURVEYORS  
380 SHEPARD DRIVE  
ELGIN, ILLINOIS 60123  
847.697.6700 www.hlengineering.com

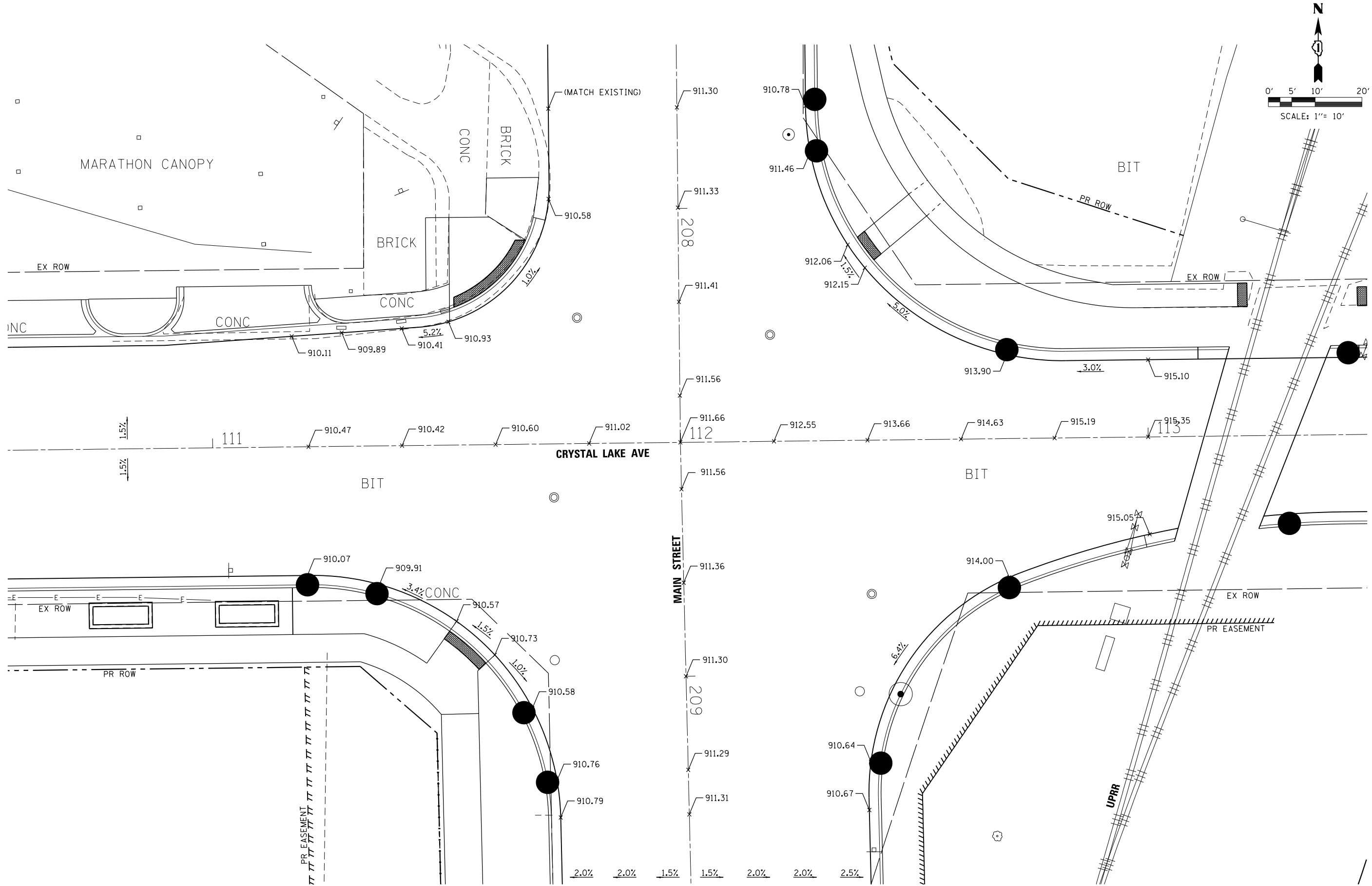
**IDOT USE ONLY**

**PLAT OF HIGHWAYS**  
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**F.A.U. ROUTE 116 (CRYSTAL LAKE AVE.)**  
**F.A.U. ROUTE 124 (MAIN STREET)**

LIMITS: SECTION# 12-00116-00-CH COUNTY# MCHENRY  
JOB NO# R-55-001-97  
STA. TO STA.  
SCALE# SHEET 7 OF 7 SHEETS

**BUREAU OF LAND ACQUISITION**  
**201 WEST CENTER COURT**  
**SCHAUMBURG, ILLINOIS 60196**

REVISION DATE: / / REVISION MADE BY:



FILE NAME =	DESIGNED - DLEVIN	REVISED -
USER NAME = jreambillo	DRAWN - TBLANK	REVISED -
PLOT DATE = 5/29/2019	CHECKED - DLEVIN	REVISED -
	DATE - 5/28/2019	REVISED -



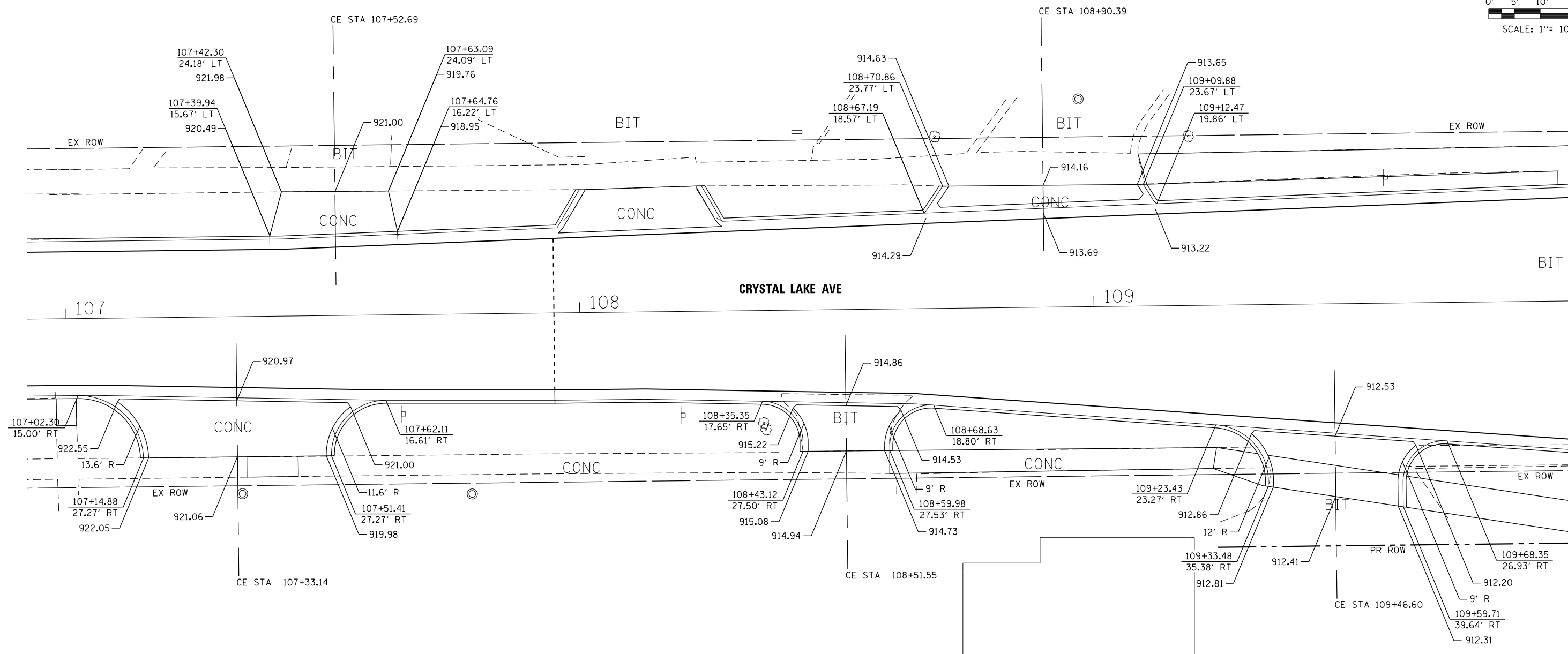
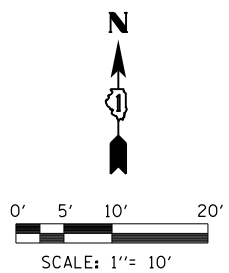
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INTERSECTION DETAILS**

SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	112
CONTRACT NO. 61F58				
ILLINOIS FED. AID PROJECT				

10214-shr-intersec-det-01.dgn  
41313



FILE NAME =	DESIGNED - DLEVIN	REVISED -
	DRAWN - DRAWN BY	REVISED -
USER NAME = jreambillo	CHECKED -	REVISED -
PLOT DATE = 5/26/2019	DATE - 5/28/2019	REVISED - 2012/11/30

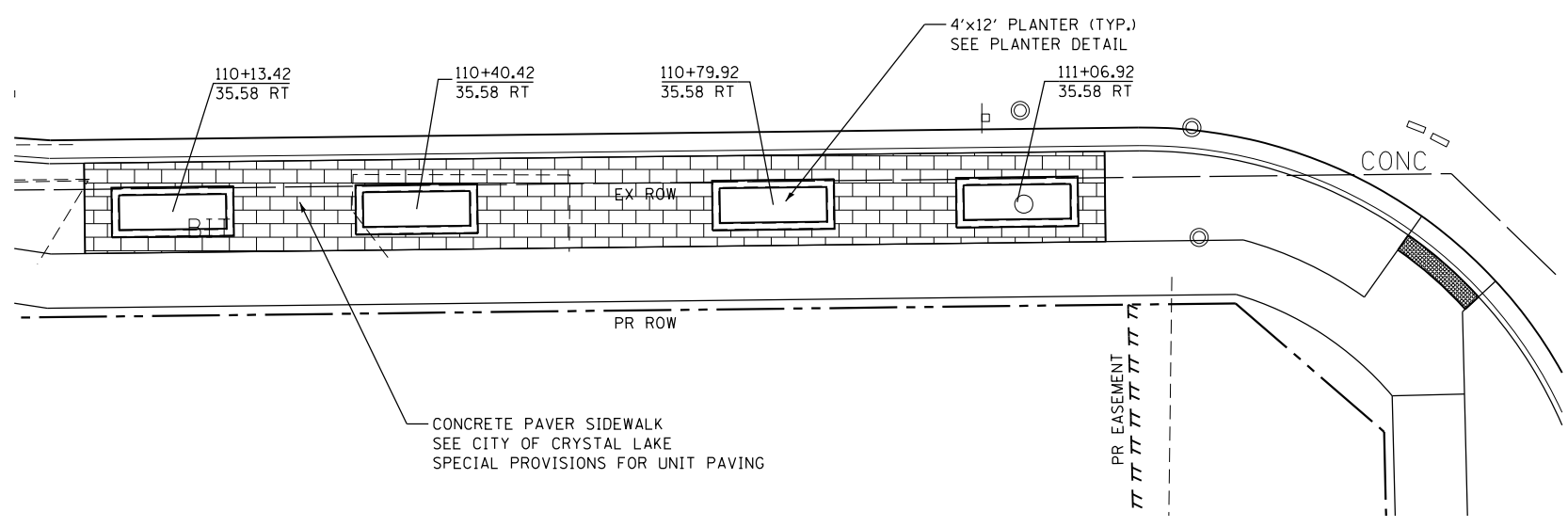
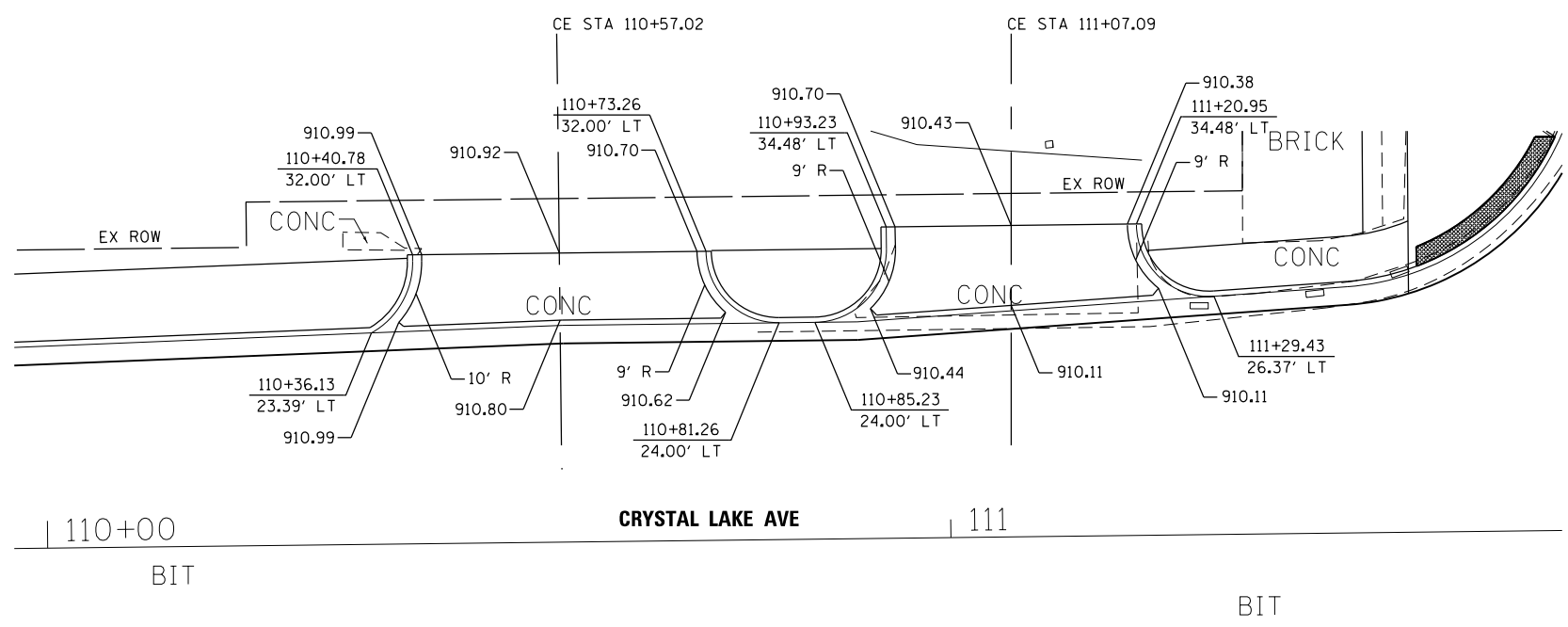
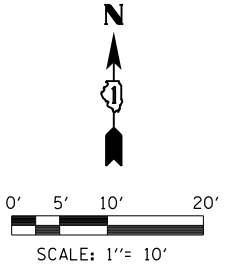


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY DETAILS**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	113
CONTRACT NO. 61F58			ILLINOIS FED. AID PROJECT	



FILE NAME =	DESIGNED - DLEVIN	REVISED -
	DRAWN - ISVETOV	REVISED -
USER NAME = jreambillo	CHECKED - DLEVIN	REVISED -
PLOT DATE = 5/26/2019	DATE - 5/28/2019	REVISED -

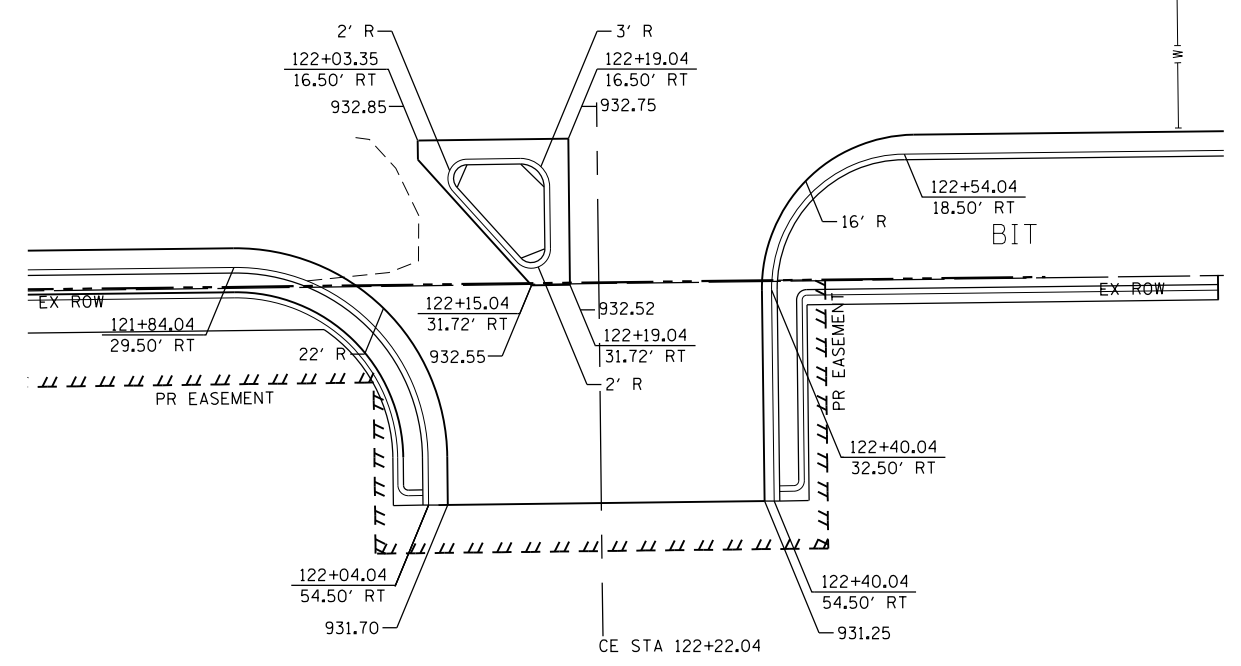
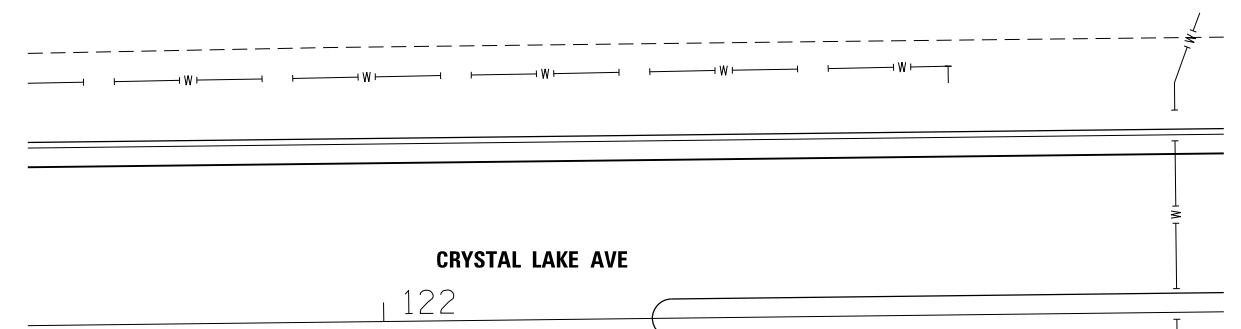
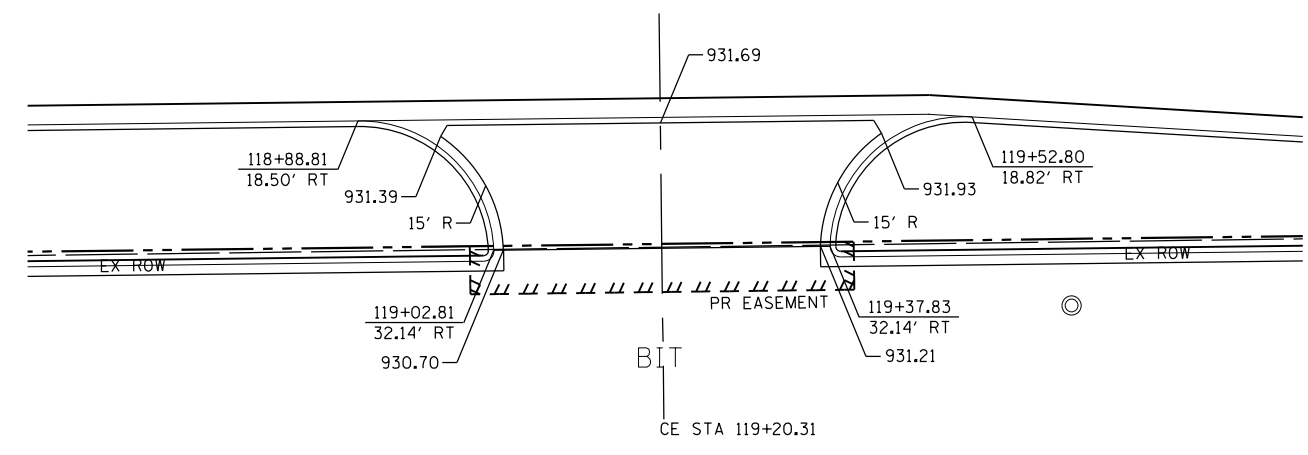
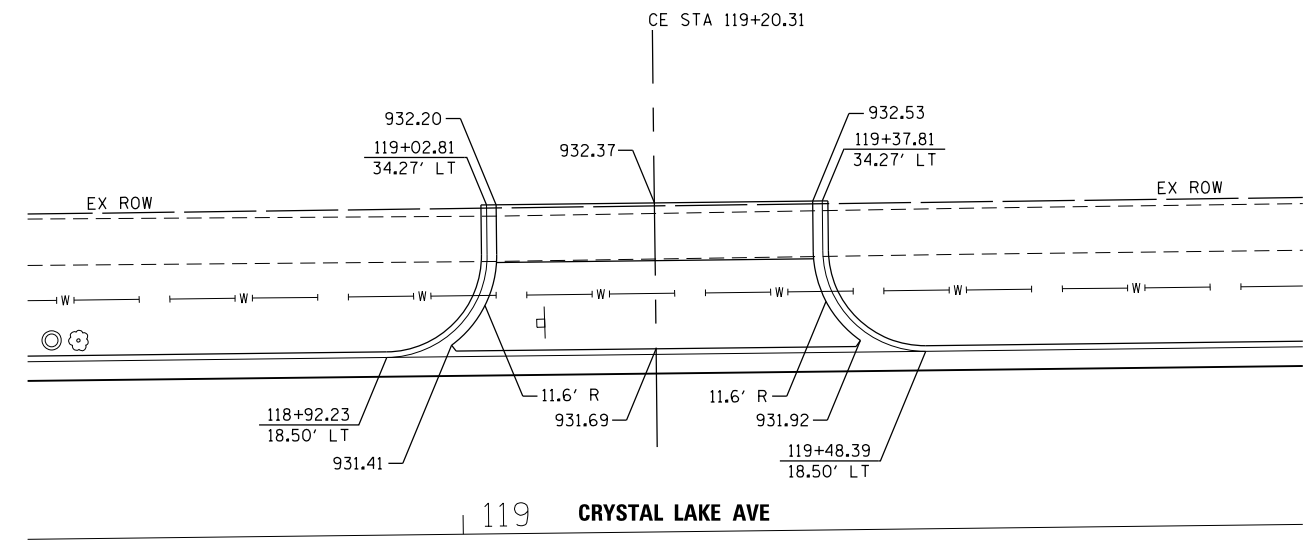
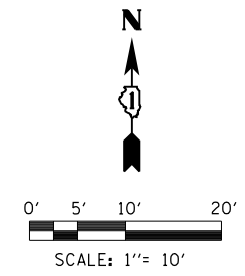


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY DETAILS &  
PLANTER AND CONCRETE PAVER SIDEWALK**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	114
CONTRACT NO. 61F58			ILLINOIS FED. AID PROJECT	



FILE NAME =	DESIGNED - DLEVIN	REVISED -
	DRAWN - ISVETOV	REVISED -
USER NAME = jreambillo	CHECKED - DLEVIN	REVISED -
PLOT DATE = 5/26/2019	DATE - 5/28/2019	REVISED -

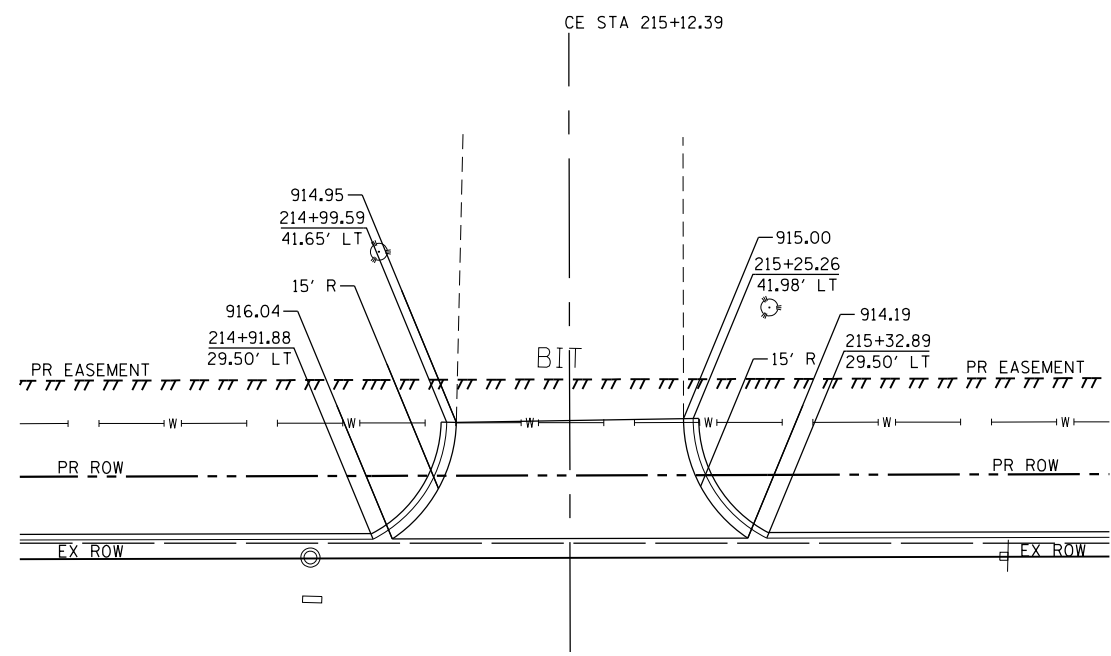
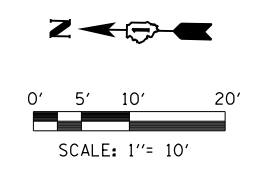


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY DETAILS**

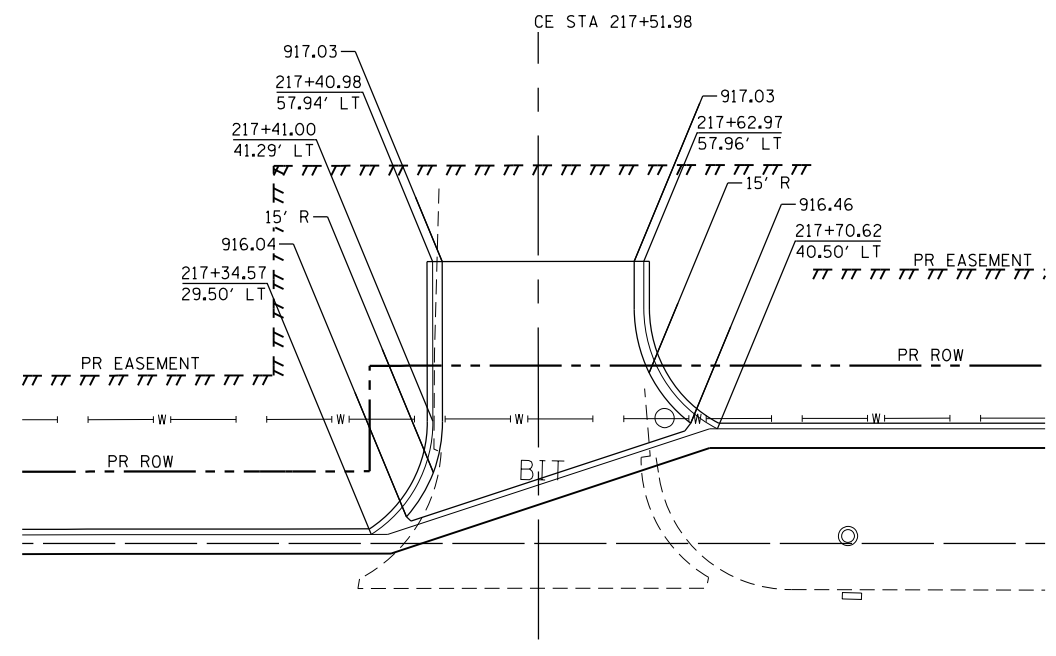
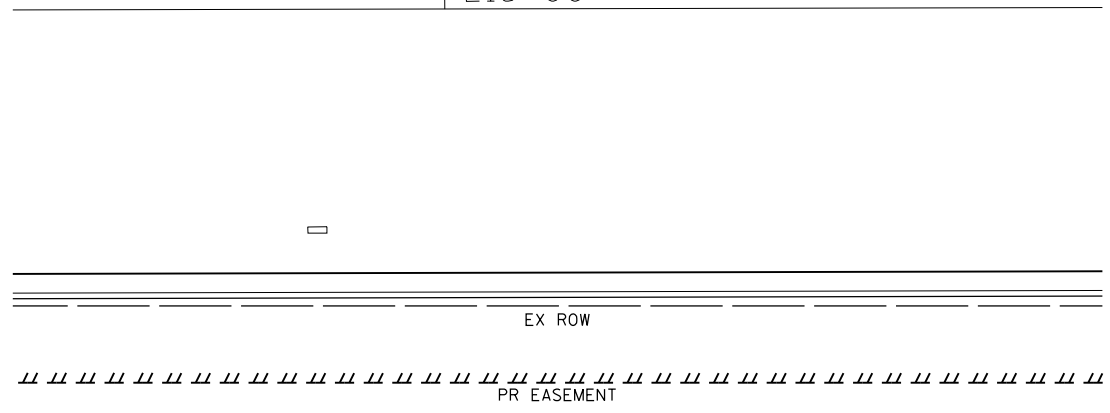
SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	115
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61F58	



MAIN ST

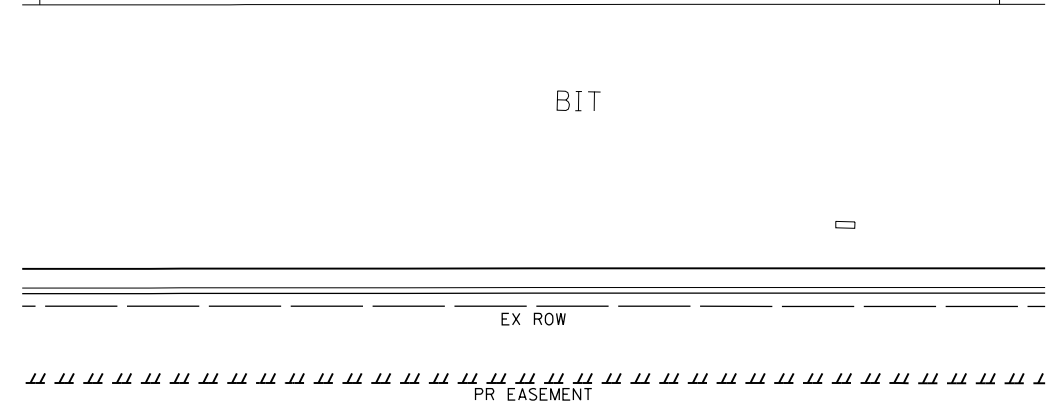
215+00



MAIN ST

217

21



FILE NAME =	DESIGNED - DLEVIN	REVISED -
	DRAWN - ISVETOV	REVISED -
USER NAME = jreambillo	CHECKED - DLEVIN	REVISED -
PLOT DATE = 5/26/2019	DATE - 5/28/2019	REVISED - 2012/11/30



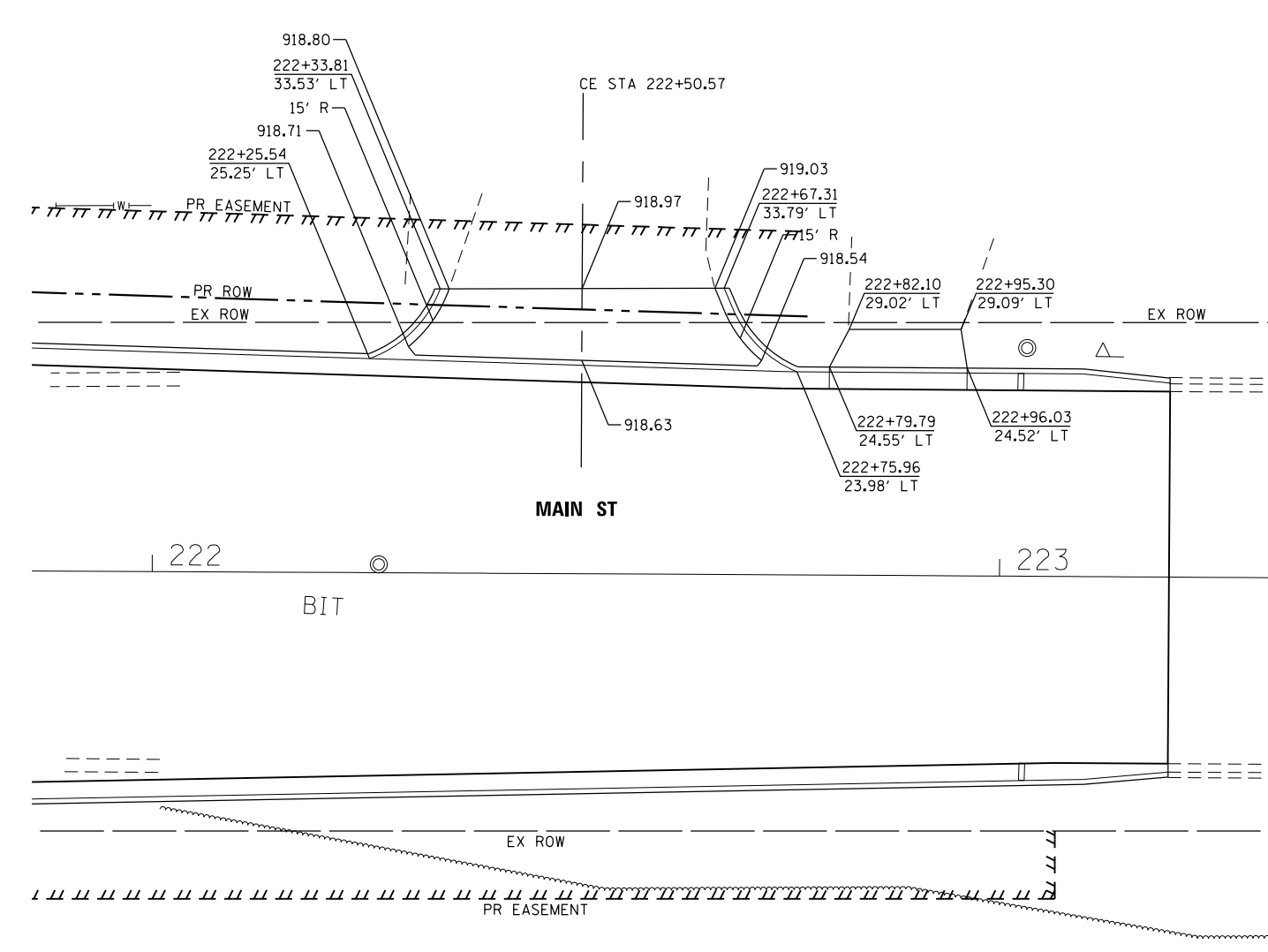
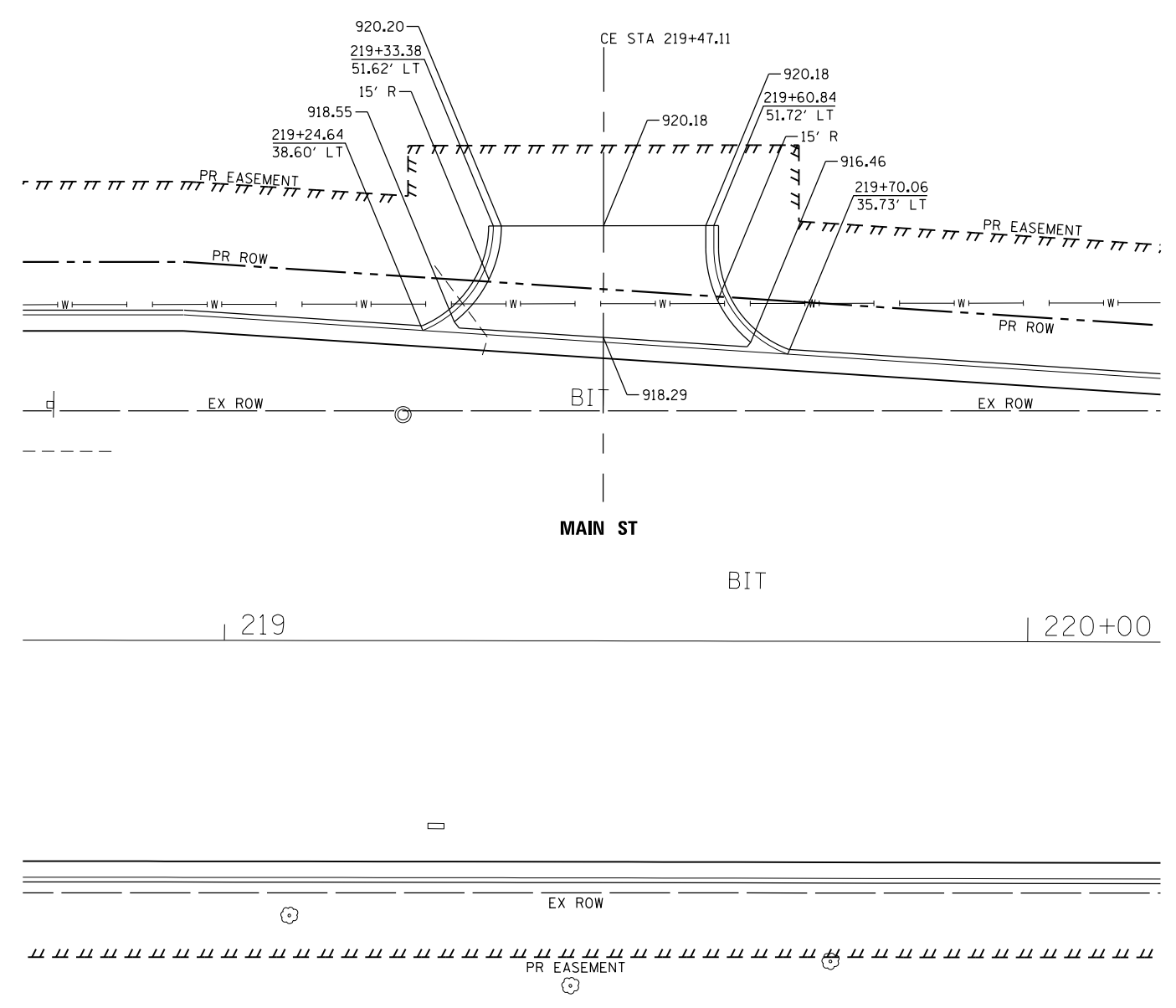
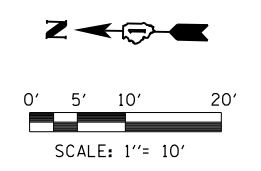
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION


DRIVEWAY DETAILS

SCALE: SHEET NO. OF SHEETS STA. TO STA.

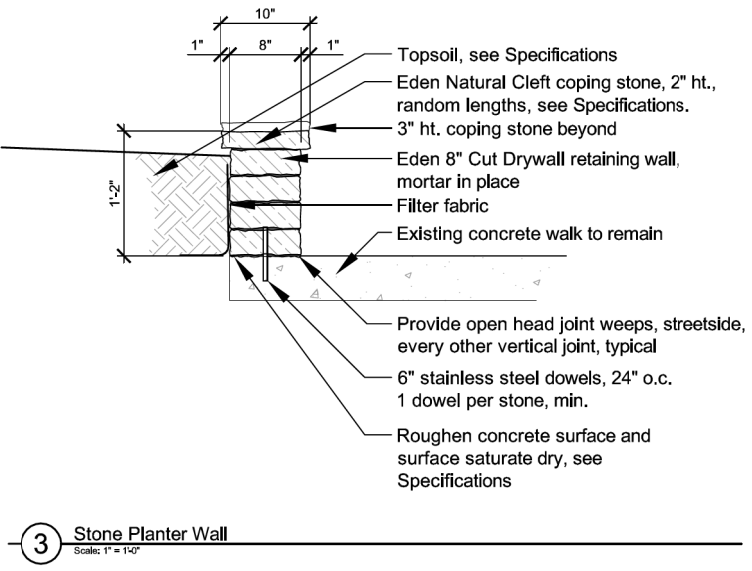
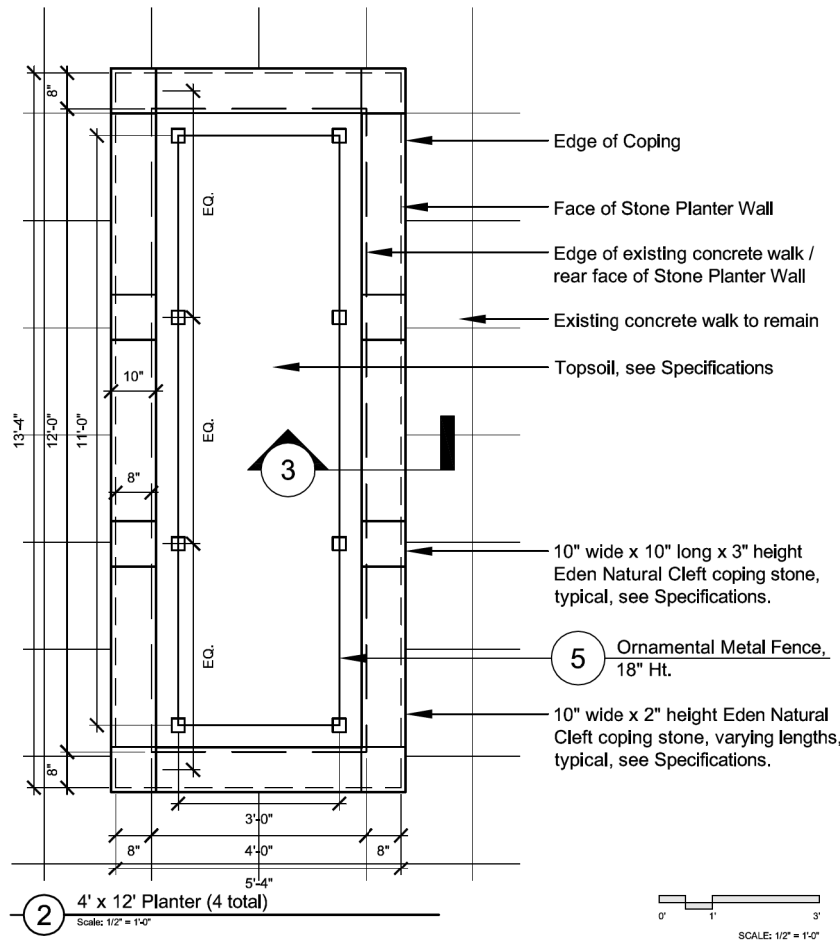
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116/124	12-00116-00-CH	MCHENRY	208	116
CONTRACT NO. 61F58			ILLINOIS FED. AID PROJECT	





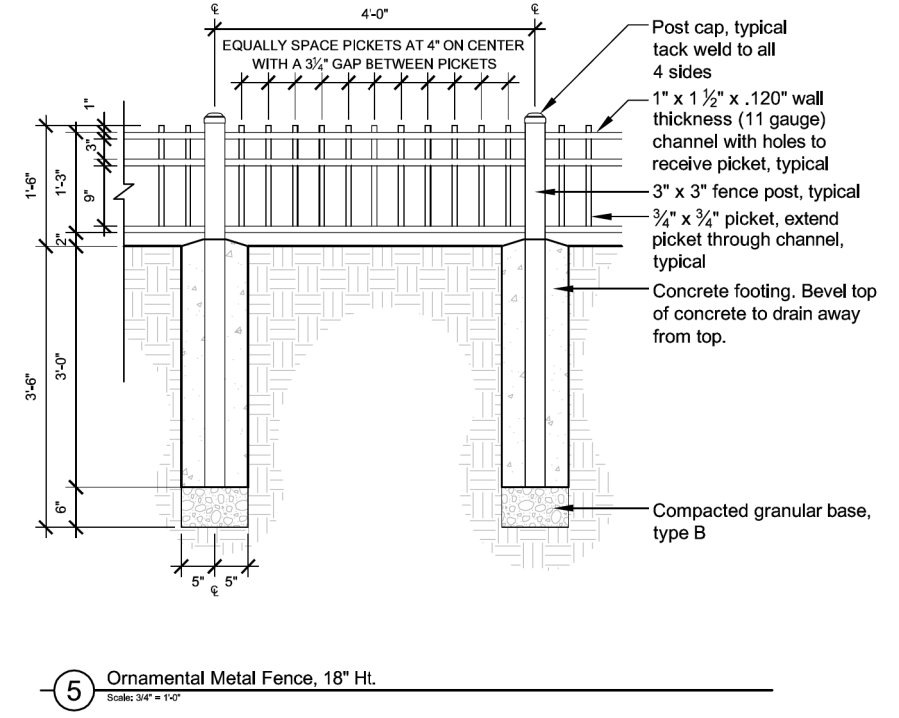
FILE NAME =	DESIGNED - DLEVIN	REVISED -	 Alfred Benesch & Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>			<b>DRIVEWAY DETAILS</b>			F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = jreambillo	DRAWN - ISVETOV	REVISED -								116/124	12-00116-00-CH	MCHENRY	208	117
PLOT DATE = 5/26/2019	CHECKED - DLEVIN	REVISED -		CONTRACT NO. 61F58					ILLINOIS FED. AID PROJECT					
DATE - 5/28/2019	DATE - 5/28/2019	REVISED - 2012/11/30		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.						

10214-shd-drive-det-05.dgn.dgn  
41313



**General Notes:**

1. Contractor shall submit shop drawings prior to construction.
2. All welds are to be ground smooth.
3. All fasteners are to be tamper proof.



PREPARED BY:  
City of Crystal Lake, IL

Downtown TIF Streetscape Improvements  
Downtown Planters

Crystal Lake, IL

**Hitchcock Design Group**  
Creating Better Places®

BSL (DATE) September 3, 2018  
PROJECT NO. 12-00116-00-CH

PREPARED BY:  
City of Crystal Lake, IL

Downtown TIF Streetscape Improvements  
Downtown Planters

Crystal Lake, IL

**Hitchcock Design Group**  
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BSL (DATE) September 3, 2018  
PROJECT NO. 12-00116-00-CH

PREPARED BY:  
City of Crystal Lake, IL

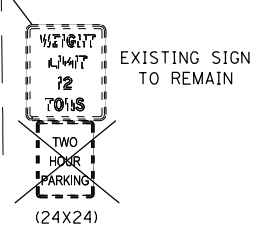
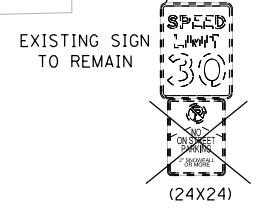
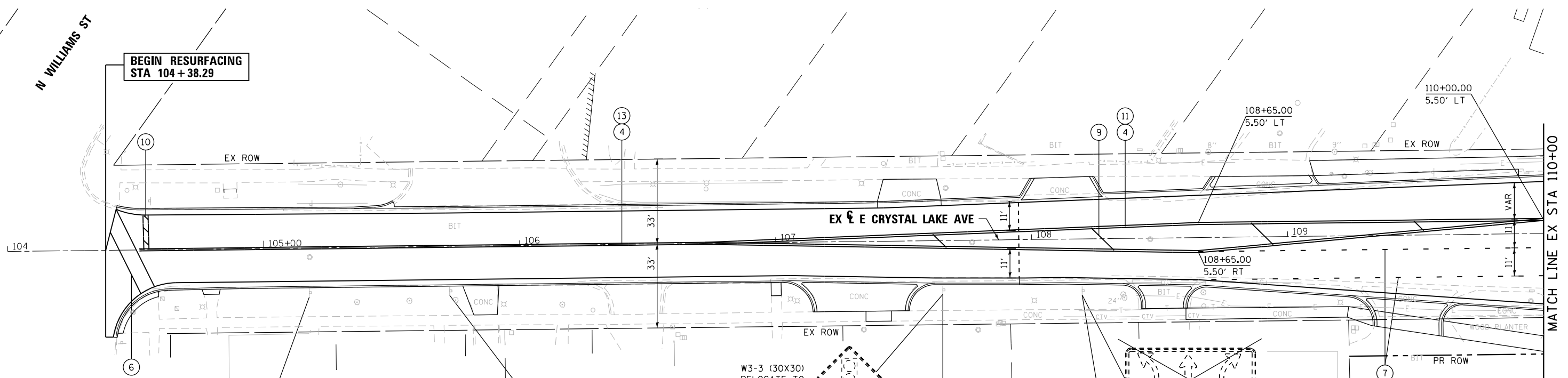
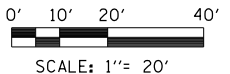
Downtown TIF Streetscape Improvements  
Downtown Planters

Crystal Lake, IL

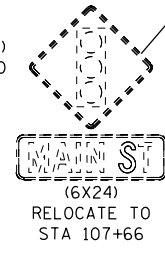
**Hitchcock Design Group**  
Creating Better Places®

BSL (DATE) September 3, 2018  
PROJECT NO. 12-00116-00-CH

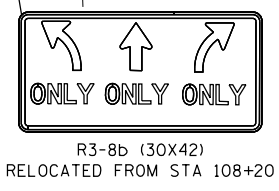
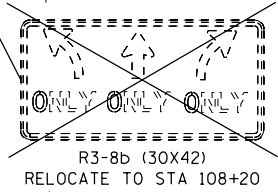
FILE NAME =	DESIGNED -	REVISED -	<p>Alfred Benesch &amp; Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-955-0450 Job No. 10214</p>	<p align="center"><b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b></p>	<p align="center"><b>PLANTER DETAILS</b></p>				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = jreambillo	DRAWN - DRAWN BY	REVISED -							116/124	12-00116-00-CH	MCHENRY	208	118
PLOT DATE = 5/26/2019	CHECKED -	REVISED -			SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 61F58				
	DATE - 5/28/2019	REVISED - 2012/11/30					ILLINOIS FED. AID PROJECT						



W3-3 (30X30)  
RELOCATE TO  
STA 107+66



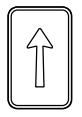
W3-3 (30X30)  
RELOCATED FROM  
STA 107+66



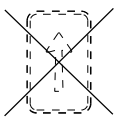
**LEGEND**



EXISTING SIGN



PROPOSED SIGN

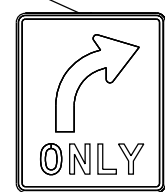
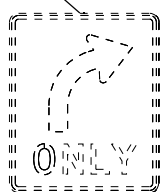
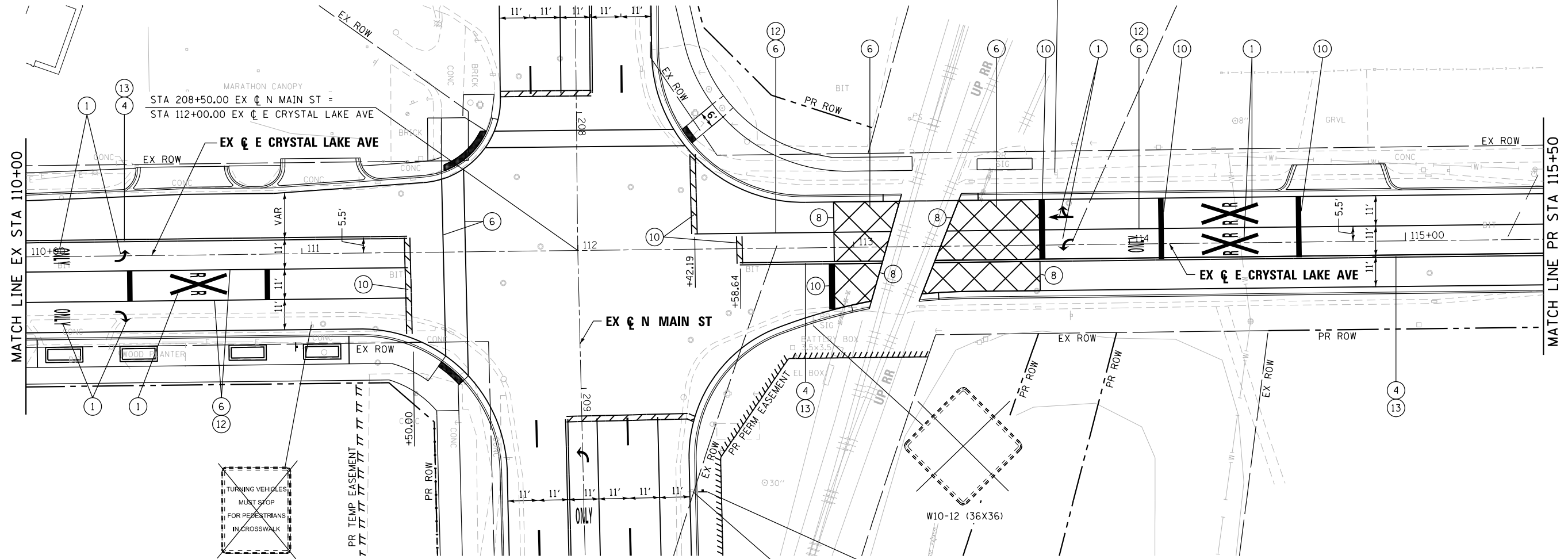
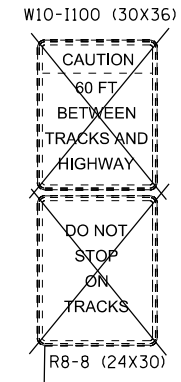
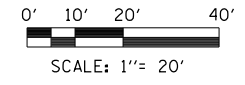


REMOVE SIGN

- ① THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE - 10' DASH, 30' SKIP)
- ④ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW)
- ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW - 10' DASH, 30' SKIP)
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- ⑧ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE)
- ⑨ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW)
- ⑩ THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
- ⑪ RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
- ⑫ RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL/OPAQUE)
- ⑬ RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)

**NOTE:**  
1. REFER TO TRAFFIC SIGNAL PLANS FOR ADDITIONAL SIGNS AT THE INTERSECTIONS AND APPROACHES.

FILE NAME =	DESIGNED - DLEVIN	REVISED -	<p>Alfred Benesch &amp; Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214</p>	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND SIGNING PLAN CRYSTAL LAKE AVE</b> <b>STA 104+00 TO STA 110+00</b>	F.A.U. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 119
USER NAME = jreambillo	CHECKED - JREAMBILLO	REVISED -		SCALE:	SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 61F58				
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -		ILLINOIS FED. AID PROJECT						



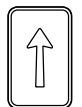
R3-5 (30X36)  
RELOCATE TO  
STA 209+38

R3-5 (30X36)  
RELOCATED FROM  
STA 209+38

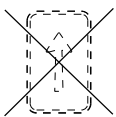
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EXISTING SIGN



PROPOSED SIGN

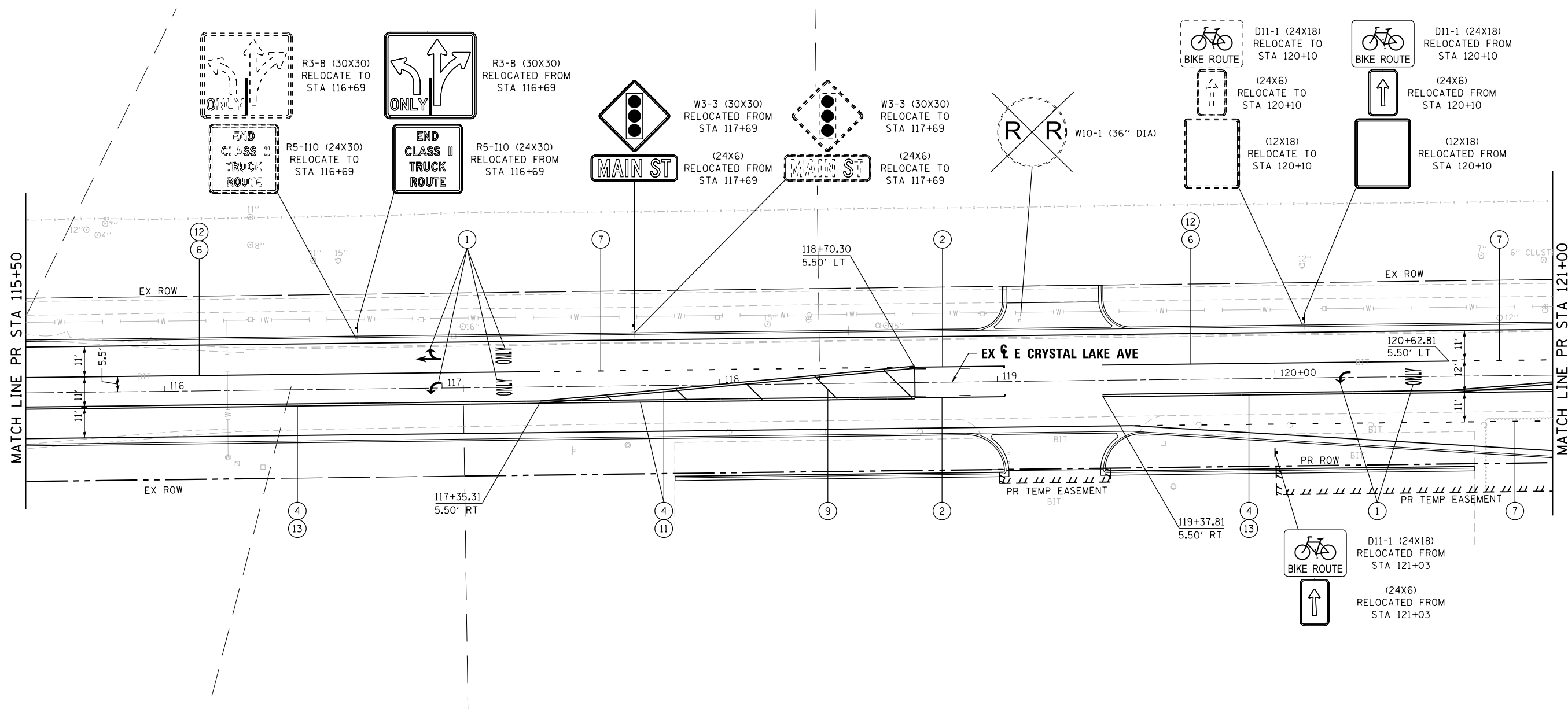
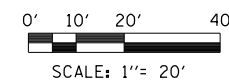


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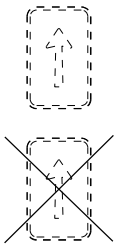
- ① THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
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**NOTE:**  
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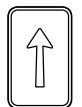
FILE NAME =	DESIGNED - DLEVIN	REVISED -	<small>Alfred Benesch &amp; Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214</small>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND SIGNING PLAN CRYSTAL LAKE AVE STA 110+00 TO STA. 115+50</b>	F.A.U. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 120	
USER NAME = jreambillo	CHECKED - JREAMBILLO	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 61F58				
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -		ILLINOIS FED. AID PROJECT							



**LEGEND**



EXISTING SIGN  
REMOVE SIGN

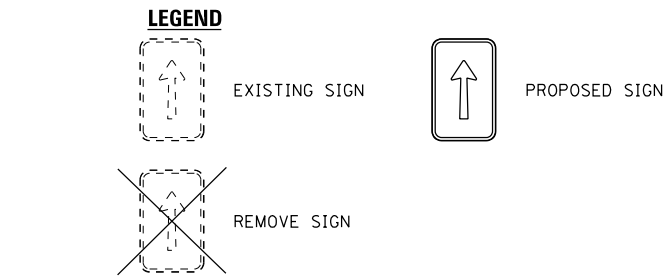
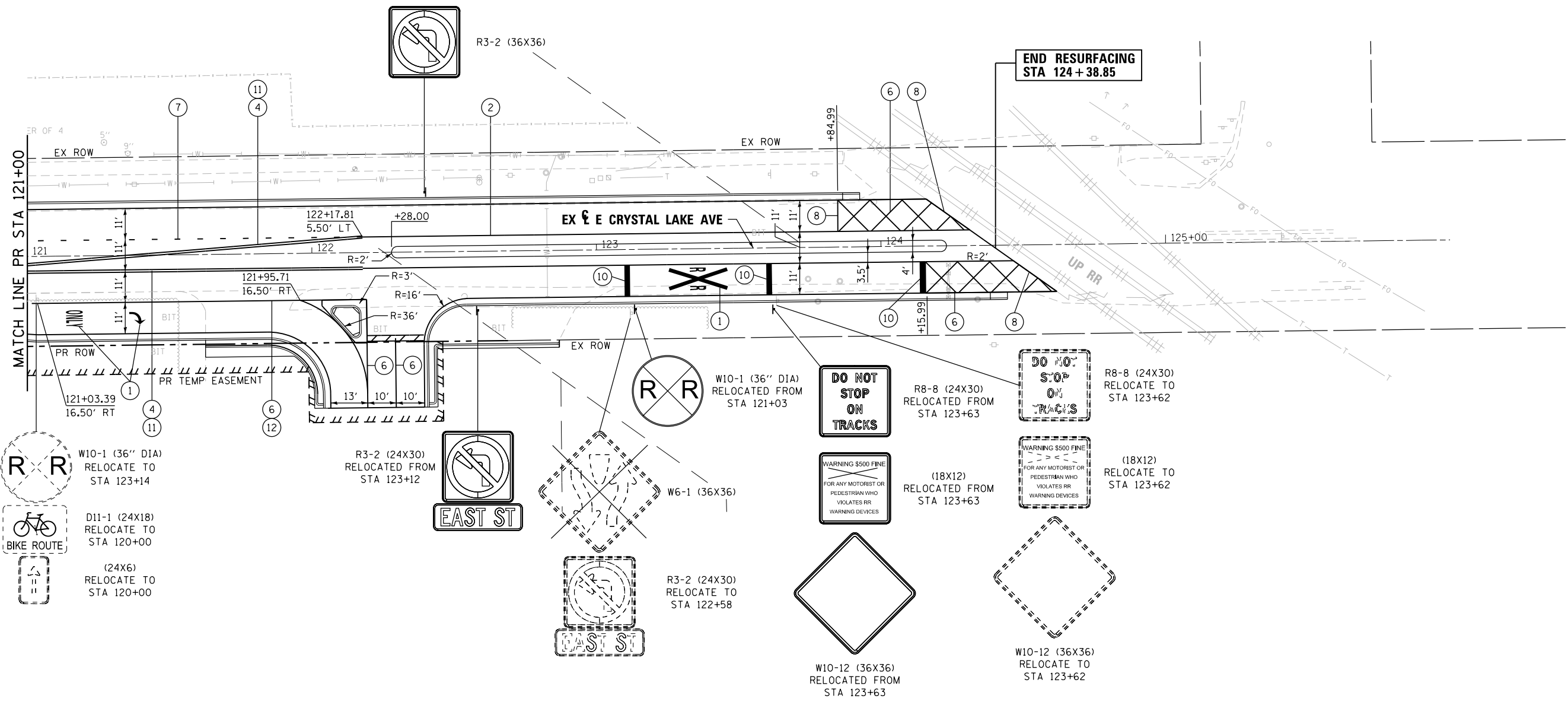
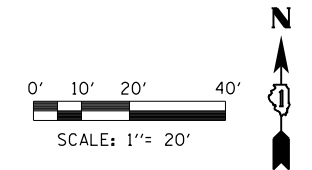


PROPOSED SIGN

- ① THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE - 10' DASH, 30' SKIP)
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**NOTE:**  
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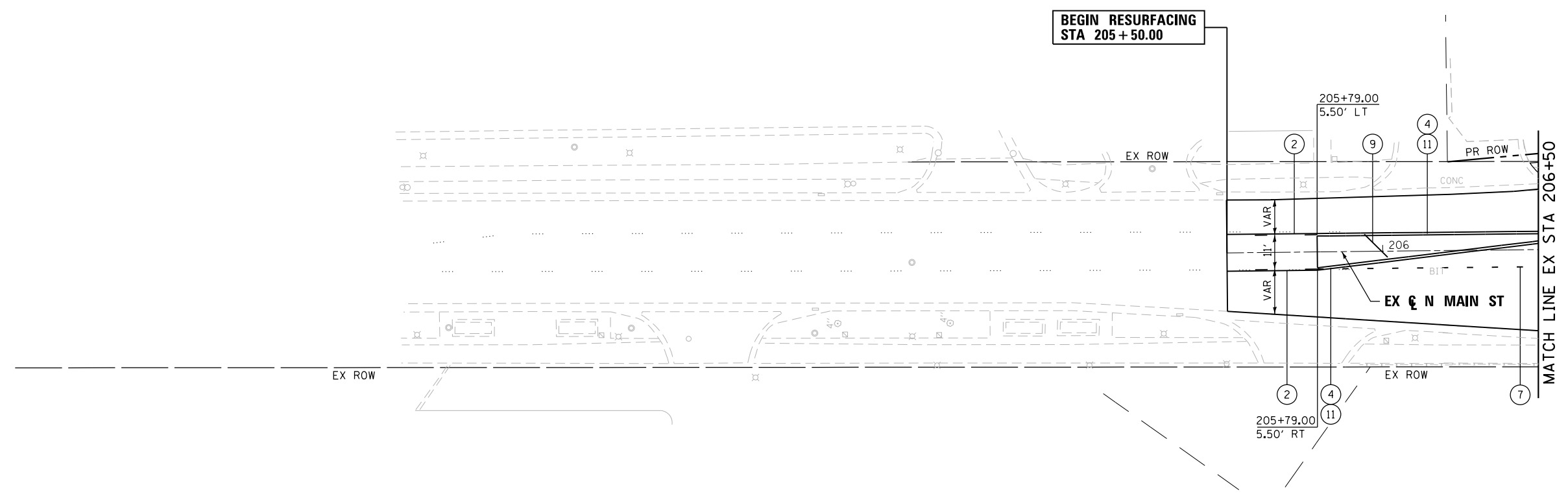
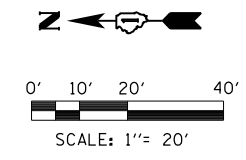
FILE NAME =	DESIGNED - DLEVIN	REVISED -	<small>Alfred Benesch &amp; Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214</small>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND SIGNING PLAN CRYSTAL LAKE AVE STA 115 + 50 TO STA 121 + 00</b>	F.A.U. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 121	
USER NAME = jreambillo	CHECKED - JREAMBILLO	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 61F58				
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -		ILLINOIS FED. AID PROJECT							



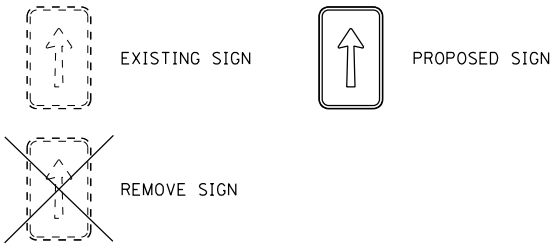
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**NOTE:**  
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FILE NAME =	DESIGNED - DLEVIN	REVISED -	<small>Alfred Benesch &amp; Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214</small>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND SIGNING PLAN CRYSTAL LAKE AVE STA 121+00 TO STA 126+00</b>	F.A.U. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 122
USER NAME = jreambillo	CHECKED - JREAMBILLO	REVISED -		SCALE:	SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 61F58				
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -		ILLINOIS FED. AID PROJECT						



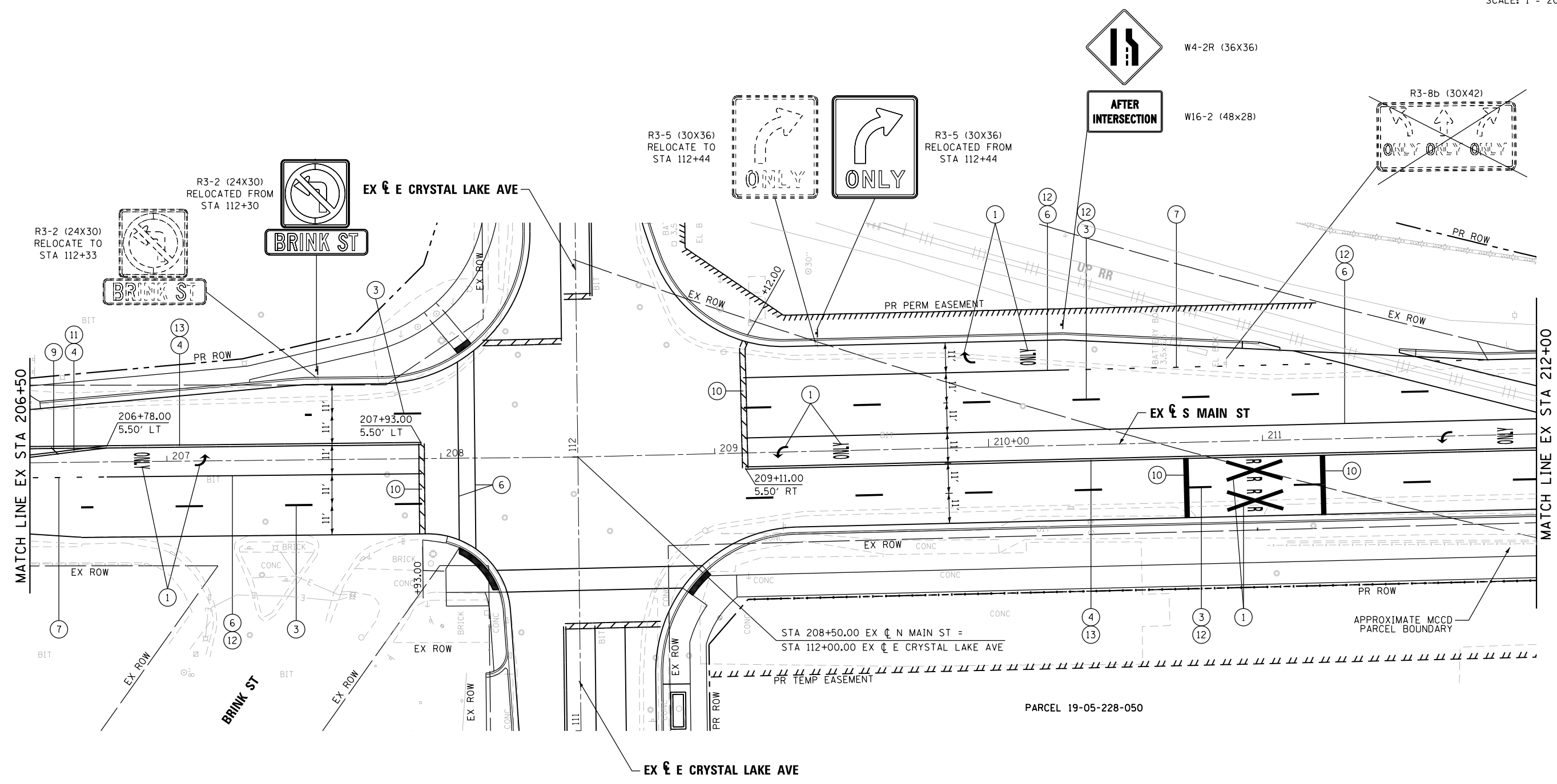
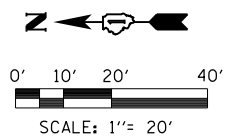
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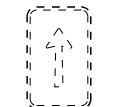
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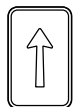
FILE NAME =	DESIGNED - DLEVIN	REVISED -	Alfred Benesch & Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND SIGNING PLAN MAIN STREET</b> <b>STA 205+50 TO STA 206+50</b>	F.A.U. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 123
USER NAME = jreambillo	CHECKED - JREAMBILLO	REVISED -		SCALE:	SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 61F58				
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -		ILLINOIS FED. AID PROJECT						



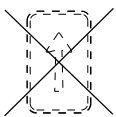
**LEGEND**



EXISTING SIGN



PROPOSED SIGN



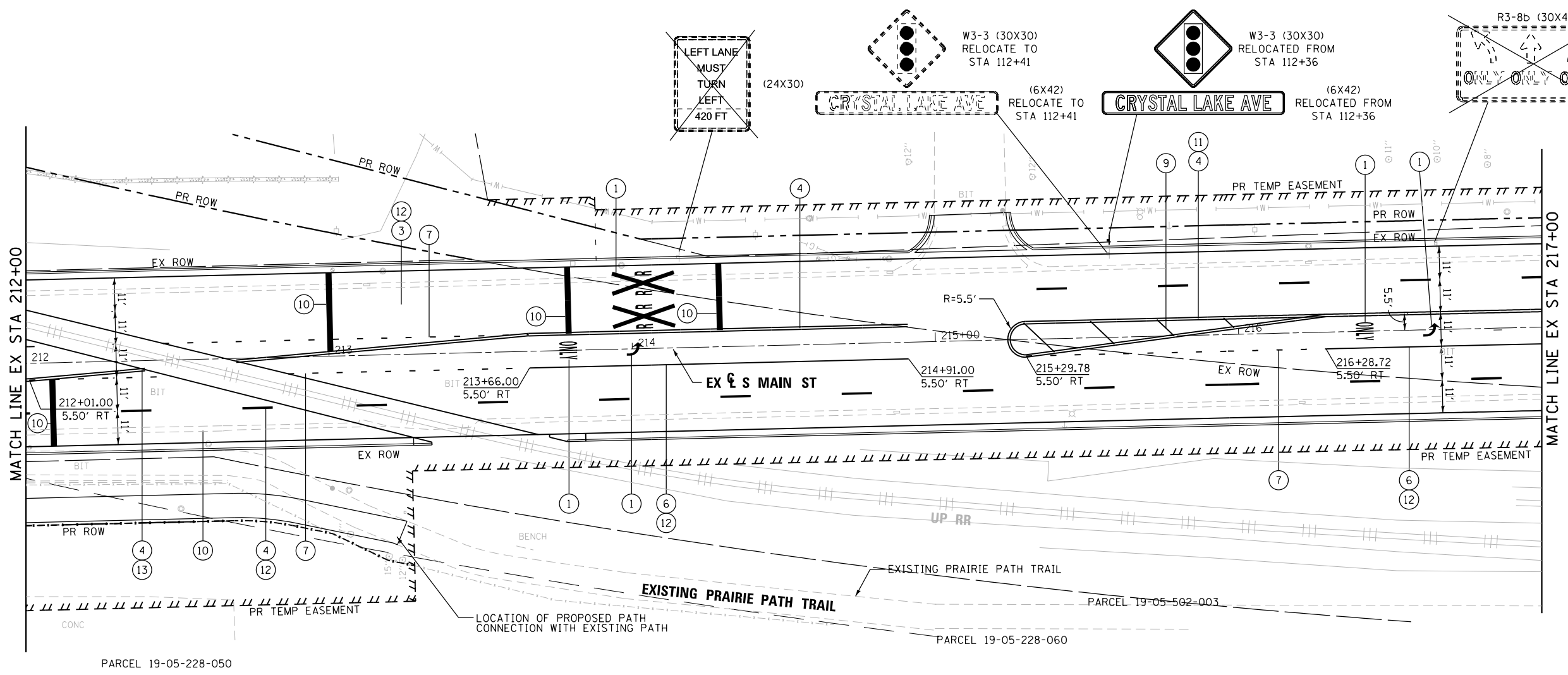
REMOVE SIGN

- ① THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
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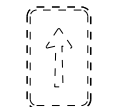
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FILE NAME =	DESIGNED - DLEVIN	REVISED -	<small>Alfred Benesch &amp; Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214</small>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND SIGNING PLAN MAIN STREET STA 206+50 TO STA 212+00</b>	F.A.U. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 124	
USER NAME = dlevin	CHECKED - JREAMBILLO	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 61F58				
PLOT DATE = 6/13/2019	DATE - 5/28/2019	REVISED -		ILLINOIS FED. AID PROJECT							

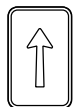




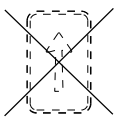
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EXISTING SIGN



PROPOSED SIGN

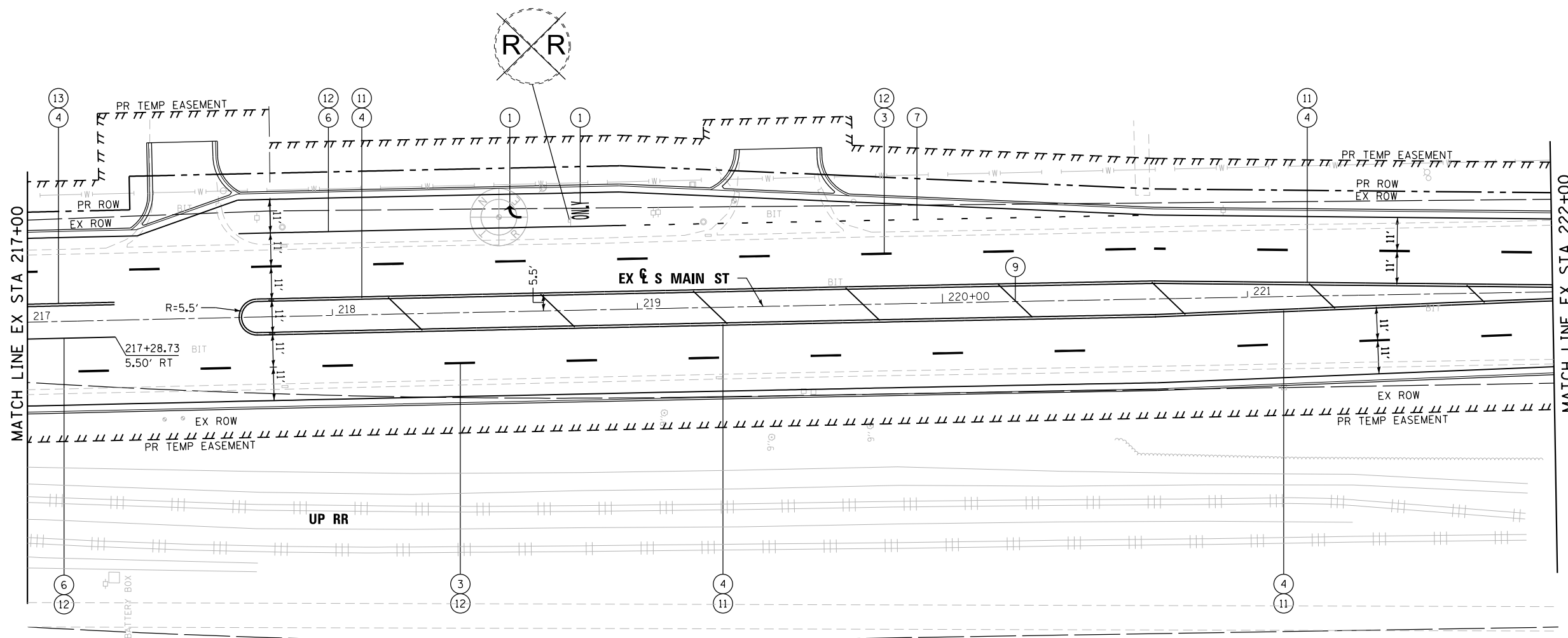
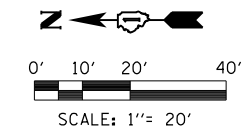


REMOVE SIGN

- ① THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
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**NOTE:**  
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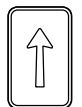
FILE NAME =	DESIGNED - DLEVIN	REVISED -	<p>Alfred Benesch &amp; Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214</p>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND SIGNING PLAN MAIN STREET STA 212+00 TO STA 217+00</b>	F.A.U. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 125
USER NAME = dlevin	CHECKED - JREAMBILLO	REVISED -		SCALE:	SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 61F58				
PLOT DATE = 5/29/2019	DATE - 5/28/2019	REVISED -		ILLINOIS FED. AID PROJECT						



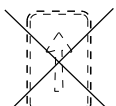
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EXISTING SIGN



PROPOSED SIGN

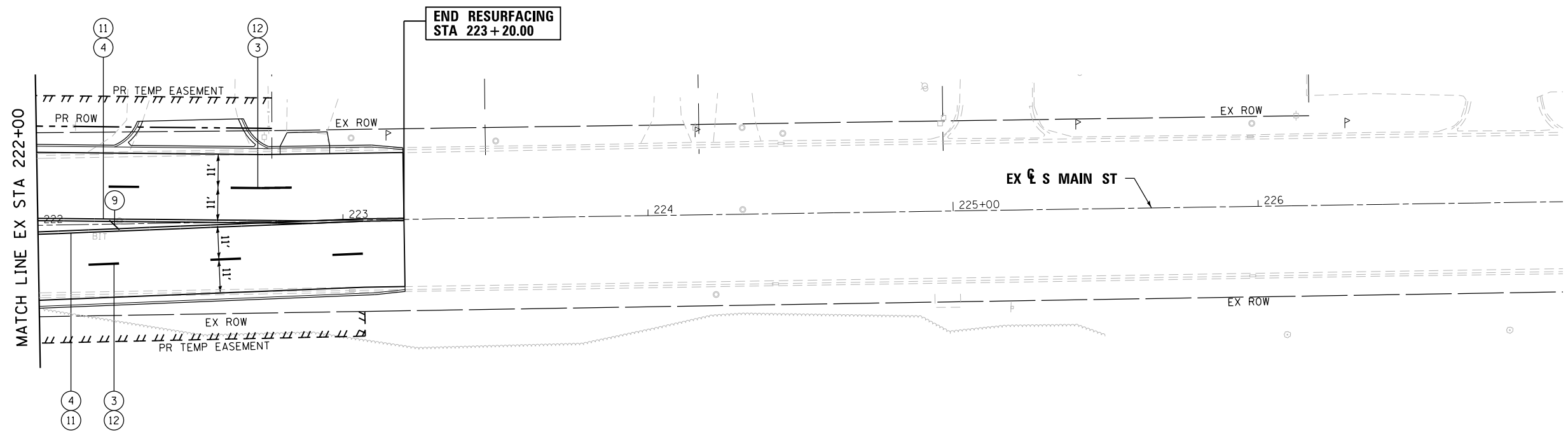
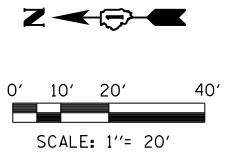


REMOVE SIGN

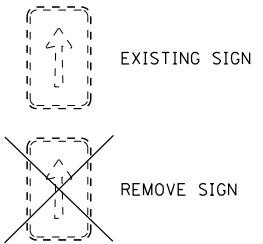
- ① THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE - 10' DASH, 30' SKIP)
- ④ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW)
- ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW - 10' DASH, 30' SKIP)
- ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE)
- ⑦ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE - 2' DASH, 6' SKIP)
- ⑧ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE)
- ⑨ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW)
- ⑩ THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
- ⑪ RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
- ⑫ RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL/OPAQUE)
- ⑬ RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)

**NOTE:**  
1. REFER TO TRAFFIC SIGNAL PLANS FOR ADDITIONAL SIGNS AT THE INTERSECTIONS AND APPROACHES.

FILE NAME =	DESIGNED - DLEVIN	REVISED -	<small>Alfred Benesch &amp; Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214</small>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND SIGNING PLAN MAIN STREET STA 217+00 TO STA 222+00</b>	F.A.U. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 126
USER NAME = dlevin	CHECKED - JREAMBILLO	REVISED -		SCALE:	SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 61F58				
PLOT DATE = 5/29/2019	DATE - 5/28/2019	REVISED -		ILLINOIS FED. AID PROJECT						



**LEGEND**

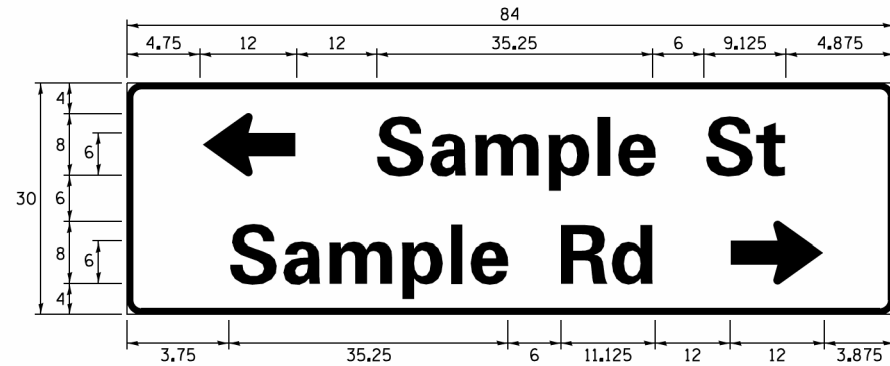
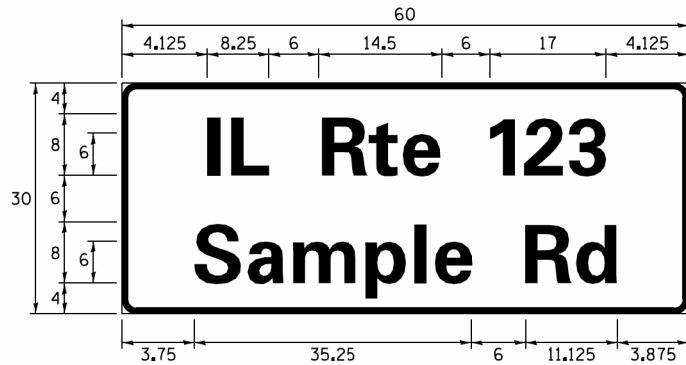
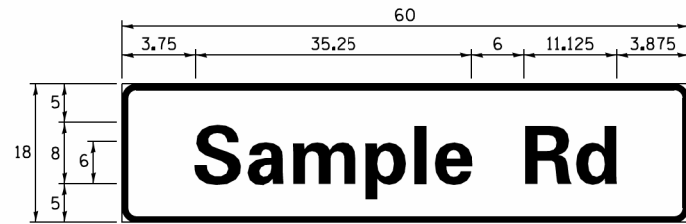


- ① THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
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**NOTE:**  
1. REFER TO TRAFFIC SIGNAL PLANS FOR ADDITIONAL SIGNS AT THE INTERSECTIONS AND APPROACHES.

FILE NAME =	DESIGNED - DLEVIN	REVISED -	<small>Alfred Benesch &amp; Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214</small>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND SIGNING PLAN MAIN STREET STA 222 + 00 TO STA 227 + 00</b>	F.A.U. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 127
USER NAME = jreambillo	CHECKED - JREAMBILLO	REVISED -		SCALE:	SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 61F58				
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -		ILLINOIS FED. AID PROJECT						

**SIGN PANEL – TYPE 1 OR TYPE 2**



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D OR C	-	1 OR 2	ZZ	-

ALL DIMENSIONS ARE IN INCHES EXCEPT NOTED OTHERWISE

**COMMON STREET NAME ABBREVIATIONS AND WIDTHS**

NAME	ABBREVIATION	WIDTH (INCH)	
		SERIES "C"	SERIES "D"
AVENUE	Ave	15.000	18.250
BOULEVARD	Blvd	17.125	20.000
CIRCLE	Cir	11.125	13.000
COURT	Ct	8.250	9.625
DRIVE	Dr	8.625	10.125
HIGHWAY	Hwy	18.375	22.000
ILLINOIS	IL	7.000	8.250
LANE	Ln	9.125	10.750
PARKWAY	Pkwy	23.375	27.375
PLACE	Pl	7.125	7.750
ROAD	Rd	9.625	11.125
ROUTE	Rte	12.625	14.500
STREET	St	8.000	9.125
TERRACE	Ter	12.625	14.625
TRAIL	Tr	7.750	9.125
UNITED STATES	US	10.375	12.250

**GENERAL NOTES**

- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
- ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
- THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS SHALL BE 3/4" WIDE. CORNER RADIUS SHALL BE 1-7/8". THE SPACING BETWEEN THE WORDS SHOULD BE 6", IF POSSIBLE, BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
- A PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE SERIES "D" LETTER ON A ONE-LINE SIGN 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8'-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A 8'-0" SIGN, A 30" HIGH TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION AS TO STREET, AVENUE, ETC. SHOULD BE SPELLED OUT ON THE SECOND LINE, IF THE ABBREVIATION CANNOT FIT ON THE FIRST LINE.
- LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLOLOGY MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENT AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
- ~~SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.~~

**LOCAL SUPPLIERS:**

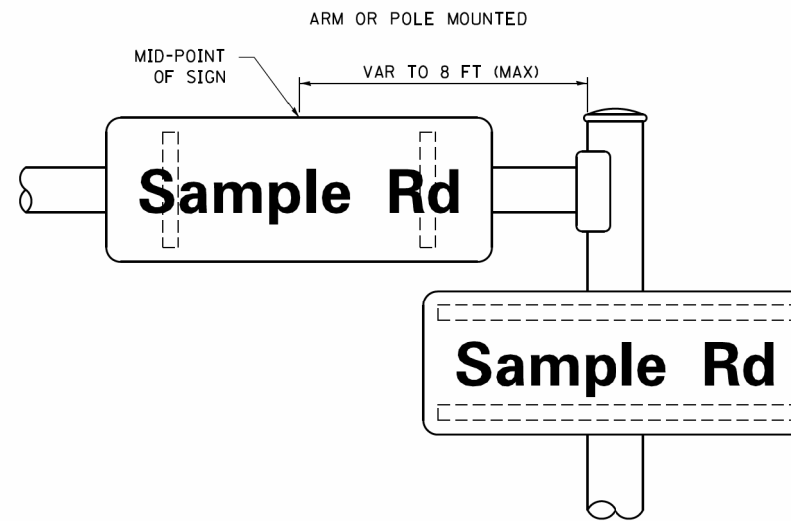
- J.O. HERBERT COMPANY, INC  
MIDLOTHIAN, VA
- WESTERN REMAC, INC.  
WOODRIDGE, IL

**PARTS LISTING:**

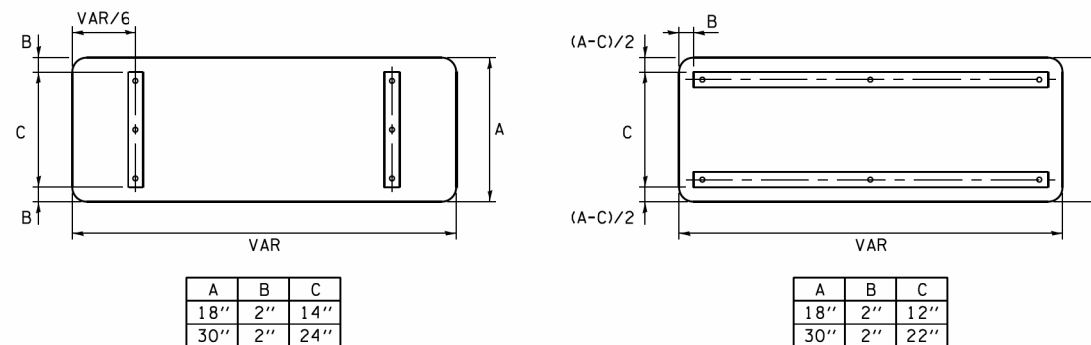
- SIGN CHANNEL PART #HPN053 (MED. CHANNEL)
- SIGN SCREWS 1/4" x 14 x 1" H.W.H. #3
- SELF TAPPING WITH NEOPRENE WASHER
- BRACKETS PART #HPN034 (UNIVERSAL)
- CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BACKET OF THE ABOVE PRODUCT.

**MOUNTING LOCATION**



**SUPPORTING CHANNELS**



**STANDARD ALPHABETS SPACING CHART**

( 8" ) UPPER CASE AND ( 6" ) LOWER CASE

FHWA SERIES "C"				FHWA SERIES "D"			
CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)	CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720	D	0.960	5.446	0.800
E	0.880	4.082	0.480	E	0.960	4.962	0.400
F	0.880	4.082	0.240	F	0.960	4.962	0.240
G	0.720	4.482	0.720	G	0.800	5.446	0.800
H	0.880	4.482	0.880	H	0.960	5.446	0.960
I	0.880	1.120	0.880	I	0.960	1.280	0.960
J	0.240	4.082	0.880	J	0.240	5.122	0.960
K	0.880	4.482	0.480	K	0.960	5.604	0.400
L	0.880	4.082	0.240	L	0.960	4.962	0.240
M	0.880	5.284	0.880	M	0.960	6.244	0.960
N	0.880	4.482	0.880	N	0.960	5.446	0.960
O	0.720	4.722	0.720	O	0.800	5.684	0.800
P	0.880	4.482	0.720	P	0.960	5.446	0.240
Q	0.720	4.722	0.720	Q	0.800	5.684	0.800
R	0.880	4.482	0.480	R	0.960	5.446	0.400
S	0.480	4.482	0.480	S	0.400	5.446	0.400
T	0.240	4.082	0.240	T	0.240	4.962	0.240
U	0.880	4.482	0.880	U	0.960	5.446	0.960
V	0.240	4.962	0.240	V	0.240	6.084	0.240
W	0.240	6.084	0.240	W	0.240	7.124	0.240
X	0.240	4.722	0.240	X	0.400	5.446	0.400
Y	0.240	5.122	0.240	Y	0.240	6.884	0.240
Z	0.480	4.482	0.480	Z	0.400	5.446	0.400
a	0.320	3.842	0.640	a	0.400	4.562	0.720
b	0.720	4.082	0.480	b	0.800	4.802	0.480
c	0.480	4.002	0.240	c	0.480	4.722	0.240
d	0.480	4.082	0.720	d	0.480	4.802	0.800
e	0.480	4.082	0.320	e	0.480	4.722	0.320
f	0.320	2.480	0.160	f	0.320	2.882	0.160
g	0.480	4.082	0.720	g	0.480	4.802	0.800
h	0.720	4.082	0.640	h	0.800	4.722	0.720
i	0.720	1.120	0.720	i	0.800	1.280	0.800
j	0.000	2.320	0.720	j	0.000	2.642	0.800
k	0.720	4.322	0.160	k	0.800	5.122	0.160
l	0.720	1.120	0.720	l	0.800	1.280	0.800
m	0.720	6.724	0.640	m	0.800	7.926	0.720
n	0.720	4.082	0.640	n	0.800	4.722	0.720
o	0.480	4.082	0.480	o	0.480	4.882	0.480
p	0.720	4.082	0.480	p	0.800	4.802	0.480
q	0.480	4.082	0.720	q	0.480	4.802	0.800
r	0.720	2.642	0.160	r	0.800	3.042	0.160
s	0.320	3.362	0.240	s	0.320	3.762	0.240
t	0.080	2.882	0.080	t	0.080	3.202	0.080
u	0.640	4.082	0.720	u	0.720	4.722	0.800
v	0.160	4.722	0.160	v	0.160	5.684	0.160
w	0.160	7.524	0.160	w	0.160	9.046	0.160
x	0.000	5.202	0.000	x	0.000	6.244	0.000
y	0.160	4.962	0.160	y	0.160	6.004	0.160
z	0.240	3.362	0.240	z	0.240	4.002	0.240
1	0.720	1.680	0.880	1	0.800	2.000	0.960
2	0.480	4.482	0.480	2	0.800	5.446	0.800
3	0.480	4.482	0.480	3	1.440	5.446	0.800
4	0.240	4.962	0.720	4	0.160	6.004	0.960
5	0.480	4.482	0.480	5	0.800	5.446	0.800
6	0.720	4.482	0.720	6	0.800	5.446	0.800
7	0.240	4.482	0.720	7	0.560	5.446	0.560
8	0.480	4.482	0.480	8	0.800	5.446	0.800
9	0.480	4.482	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240

# TRAFFIC SIGNAL LEGEND

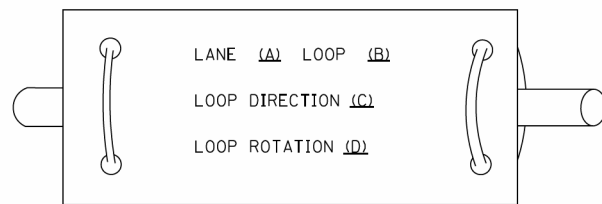
(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND			SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND			SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		
MASTER CONTROLLER			DOUBLE HANDHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED			RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM			FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		
WOOD POLE			INTERSECTION ITEM			GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE		
GUY WIRE			REMOVE ITEM					
SIGNAL HEAD			RELOCATE ITEM					
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM					
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED					
FLASHER INSTALLATION -(FS) SOLAR POWERED			MAST ARM POLE AND FOUNDATION TO BE REMOVED					
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED					
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON			DETECTOR LOOP, TYPE I					
RADAR DETECTION SENSOR			PREFORMED DETECTOR LOOP					
VIDEO DETECTION CAMERA			SAMPLING (SYSTEM) DETECTOR					
RADAR/VIDEO DETECTION ZONE			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR					
PAN, TILT, ZOOM (PTZ) CAMERA			QUEUE AND SAMPLING (SYSTEM) DETECTOR					
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS DETECTOR SENSOR					
CONFIRMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

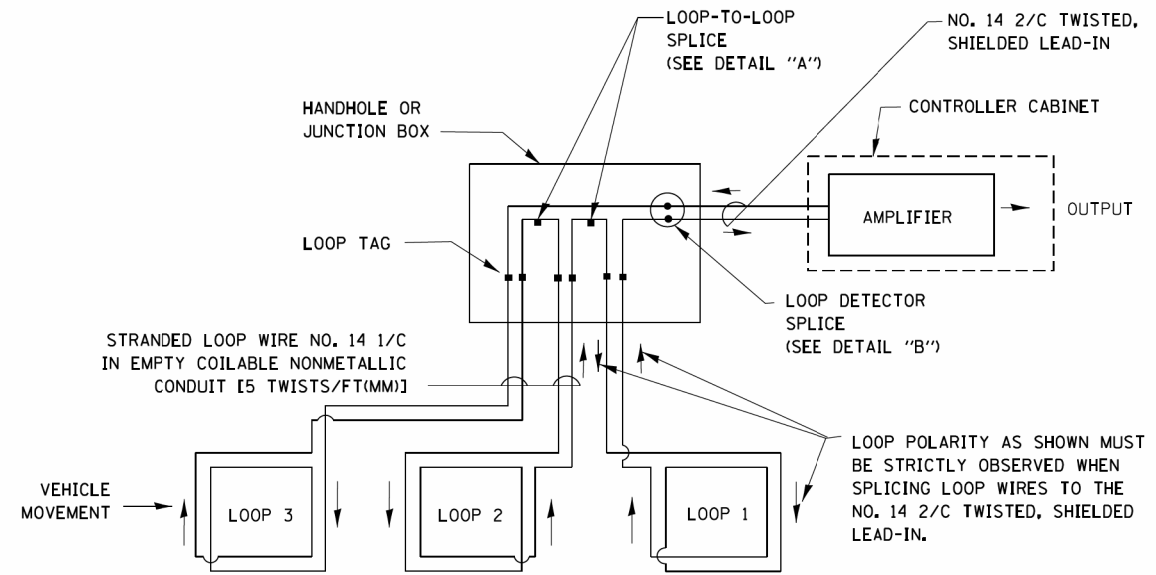
**LOOP DETECTOR NOTES**

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

**LOOP LEAD-IN CABLE TAG**

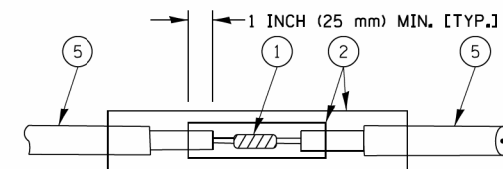


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

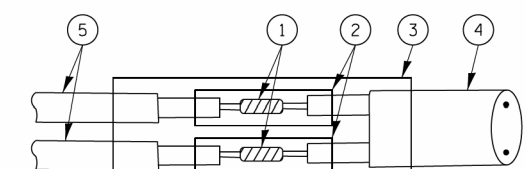


**DETECTOR LOOP WIRING SCHEMATIC**

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

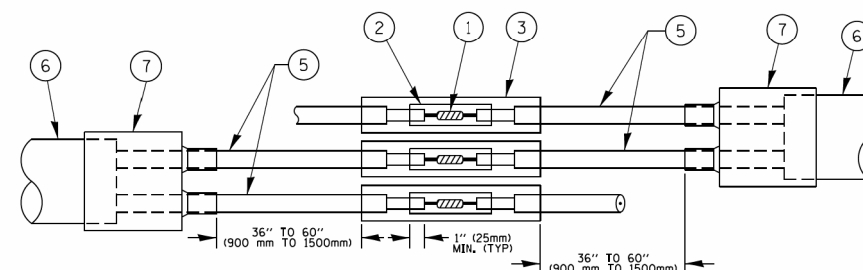


DETAIL "A"  
LOOP-TO-LOOP SPLICE

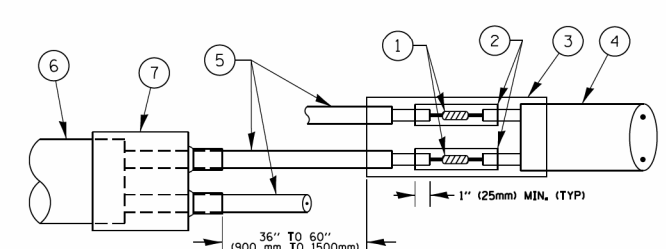


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**TYPE I LOOP**



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

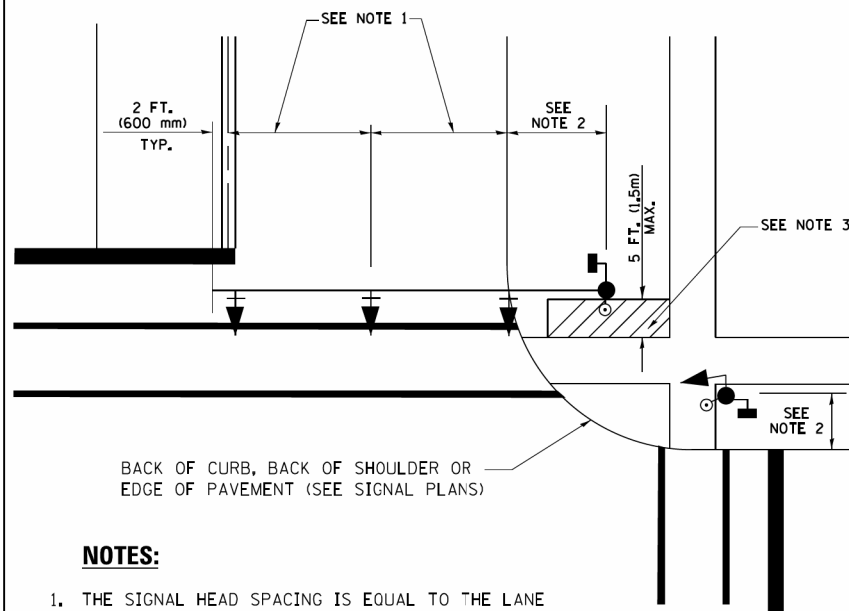
**PRE-FORMED LOOP**

**LOOP DETECTOR SPLICE**

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PRE-FORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO-CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			F.A.U. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 130
ca:\p\work\p\dot\footemj\d0108315\ts05.dgn		DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA. TO STA.	<b>TS-05</b>		CONTRACT NO. 61F58		
		CHECKED - DAD	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE - 10-28-09	REVISED -									

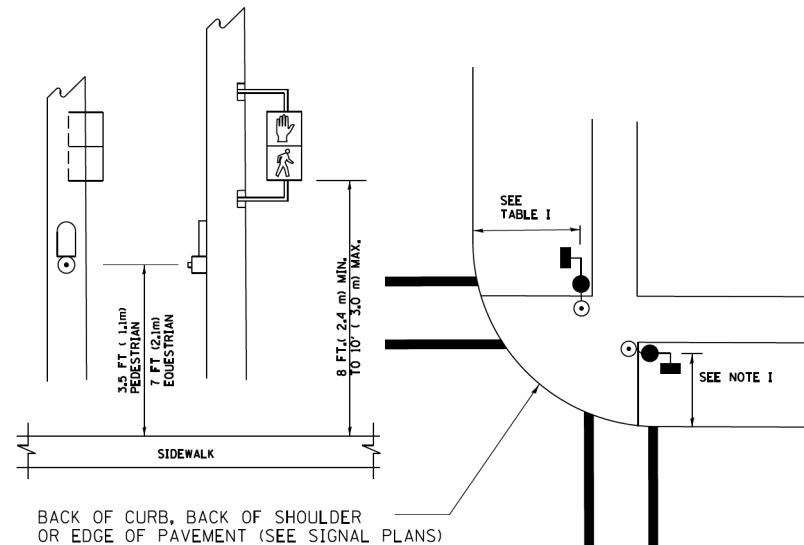
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST  
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR  
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN  
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



**NOTES:**

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

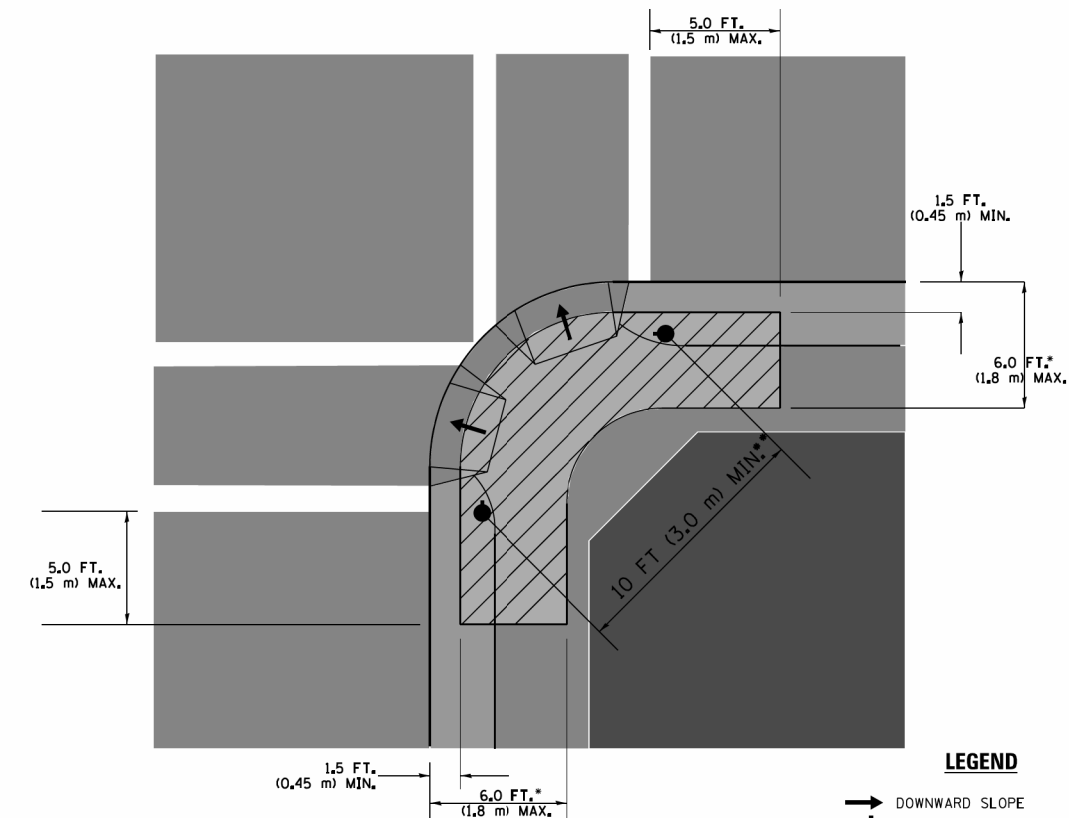
**PEDESTRIAN SIGNAL POST  
AND  
PEDESTRIAN PUSH BUTTON POST**



**NOTES:**

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

**RECOMMENDED PUSHBUTTON LOCATIONS**



**LEGEND**

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ RECOMMENDED PUSHBUTTON LOCATIONS

- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT ( 1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

**NOTES:**

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

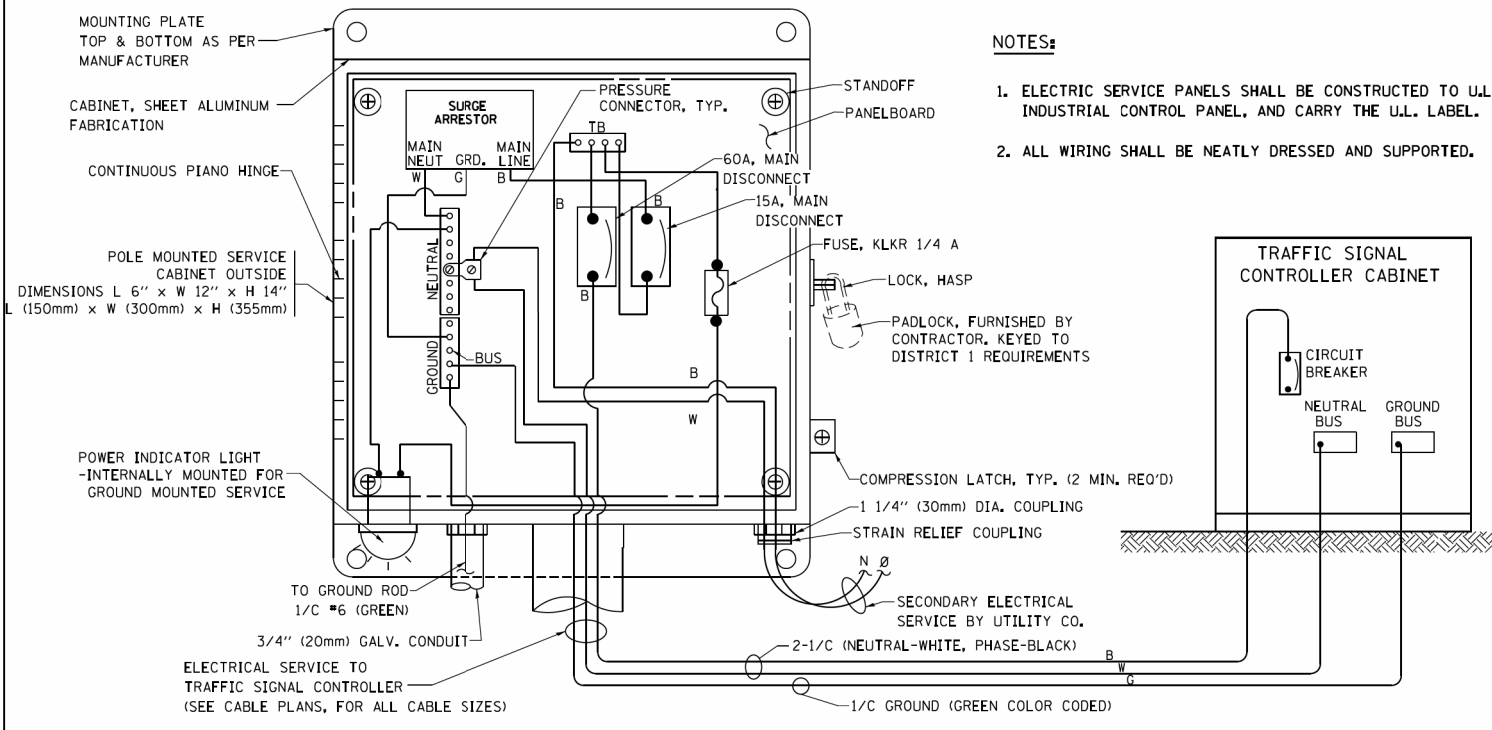
**TRAFFIC SIGNAL EQUIPMENT OFFSET**

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

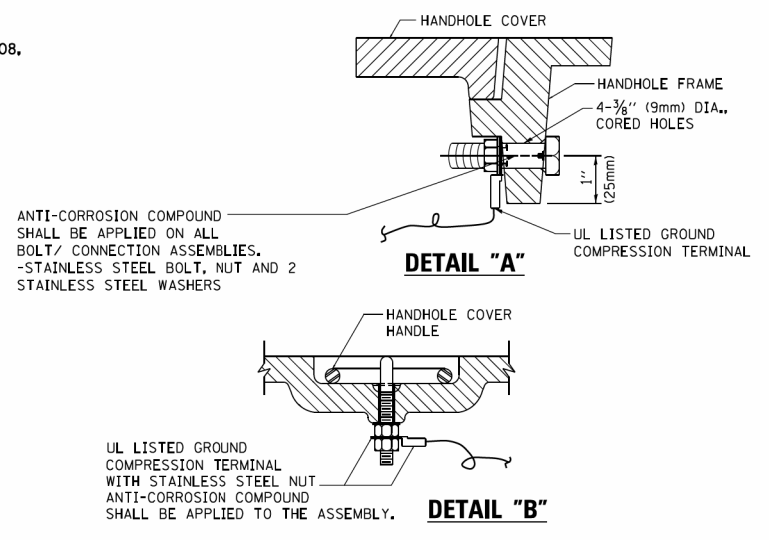
**NOTES:**

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\p\work\p\dot\footemj\d0108315\ts05.dgn	DRAWN - BCK	REVISIED -	116/124			12-00116-00-CH	MCHENRY	208	131	
PLOT SCALE = 50.0000' / 1"	CHECKED - DAD	REVISIED -	<b>TS-05</b>			CONTRACT NO. 61F58				
PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISIED -	SCALE: NONE			SHEET NO. 3 OF 7 SHEETS		STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

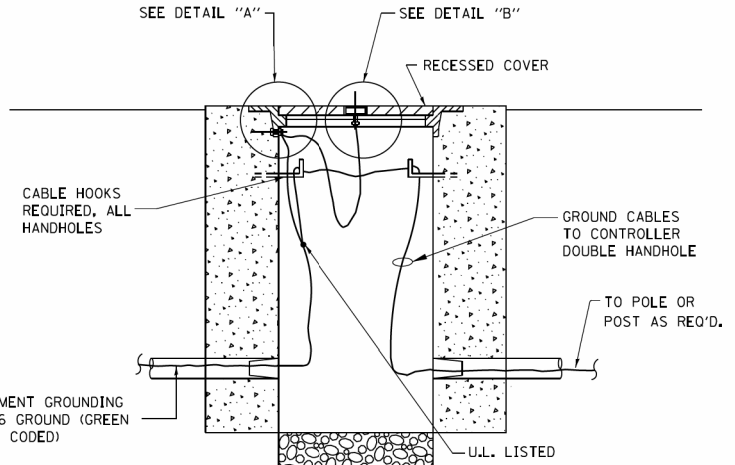


**ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)  
SERVICE INSTALLATION POLE MOUNT (SHOWN)  
(NOT TO SCALE)**

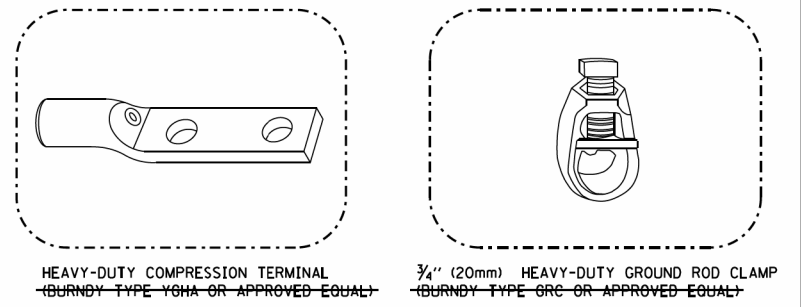


**NOTES:  
GROUNDING SYSTEM**

- THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN ENCLOSED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD, ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
- THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
- ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
- THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

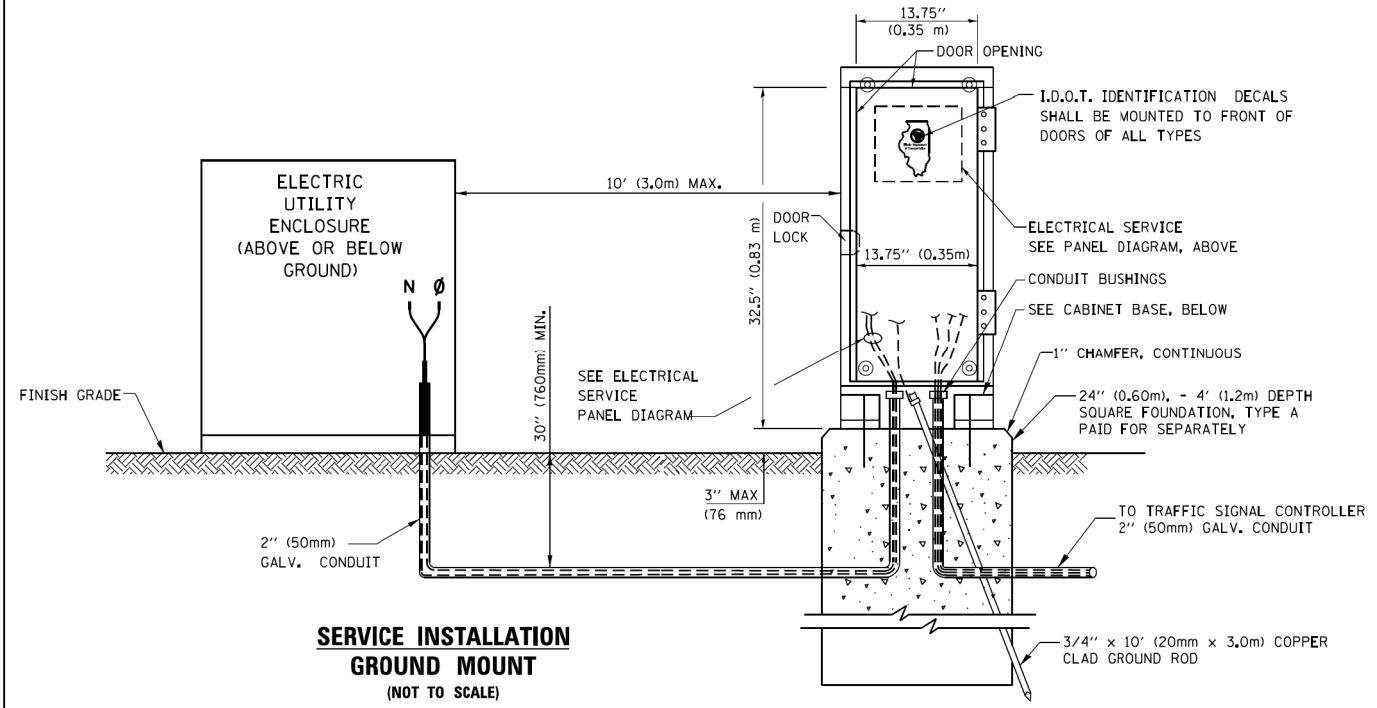


**HANDHOLE COVER & FRAME – GROUNDING DETAIL  
(NOT TO SCALE)**

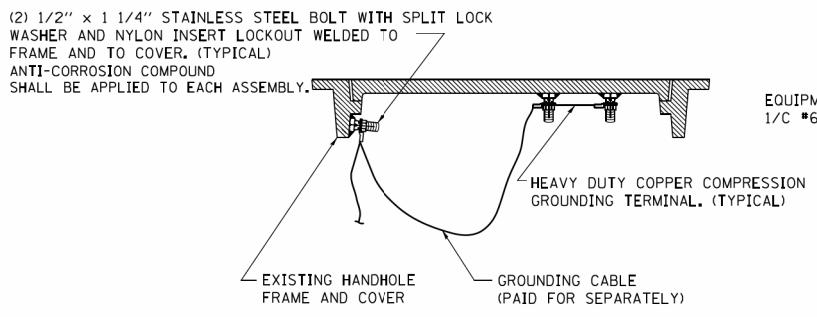


**NOTES:**

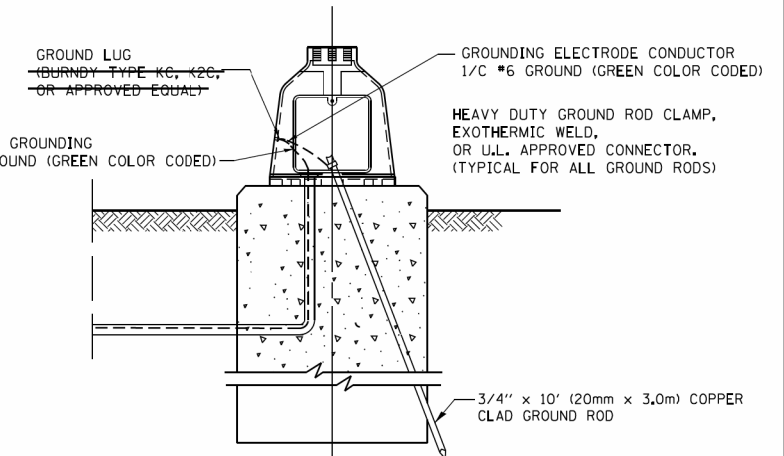
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



**SERVICE INSTALLATION  
GROUND MOUNT  
(NOT TO SCALE)**

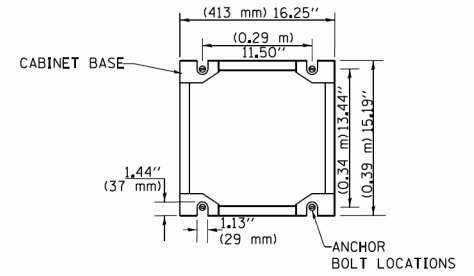


**EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL  
(NOT TO SCALE)**



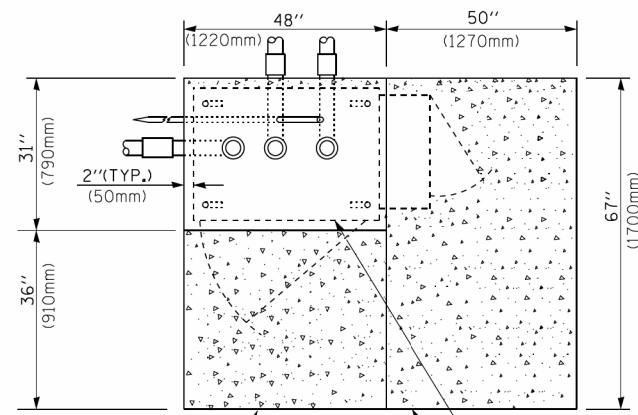
**MAST ARM POLE / POST-GROUNDING DETAIL  
(NOT TO SCALE)**

**CABINET – BASE BOLT PATTERN  
(NOT TO SCALE)**

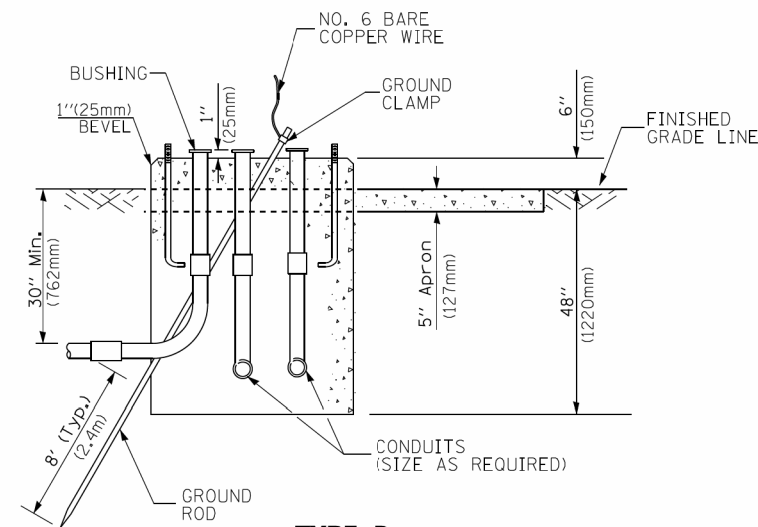


FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			F.A.U. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 132
DRAWN - BCK	CHECKED - DAD	REVISOR -	REVISOR -		SCALE: NONE	SHEET NO. 4	OF 7 SHEETS	STA. TO STA.	<b>TS-05</b>		CONTRACT NO. 61F58	
PLOT SCALE = 50.0000' / 1"	DATE - 10-28-09	REVISOR -	REVISOR -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
PLOT DATE = 1/13/2014		REVISOR -	REVISOR -									





**TOP VIEW**



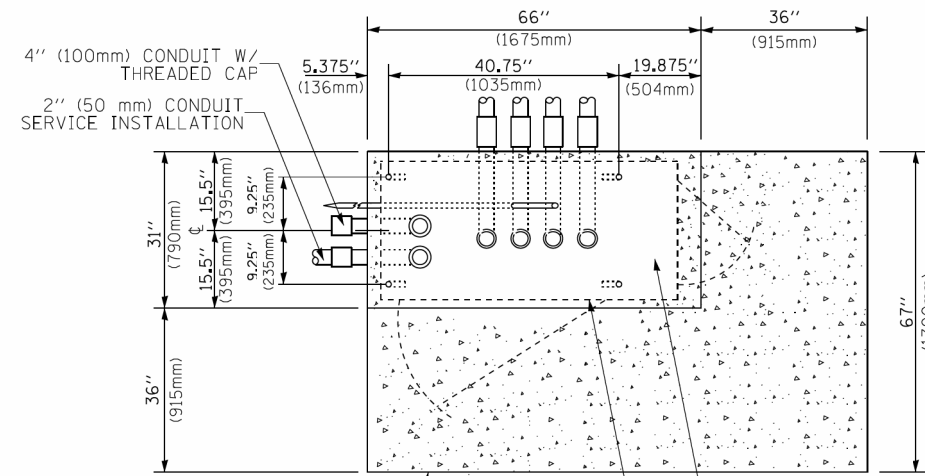
**TYPE D  
FOR GROUND MOUNTED  
CONTROLLER CABINET  
AND UPS BATTERY CABINET**

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

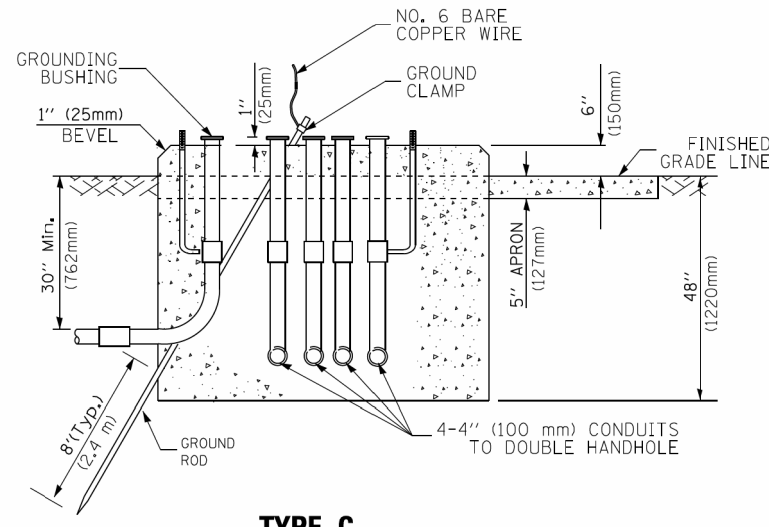
**CABLE SLACK**

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE ( MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

**VERTICAL CABLE LENGTH**



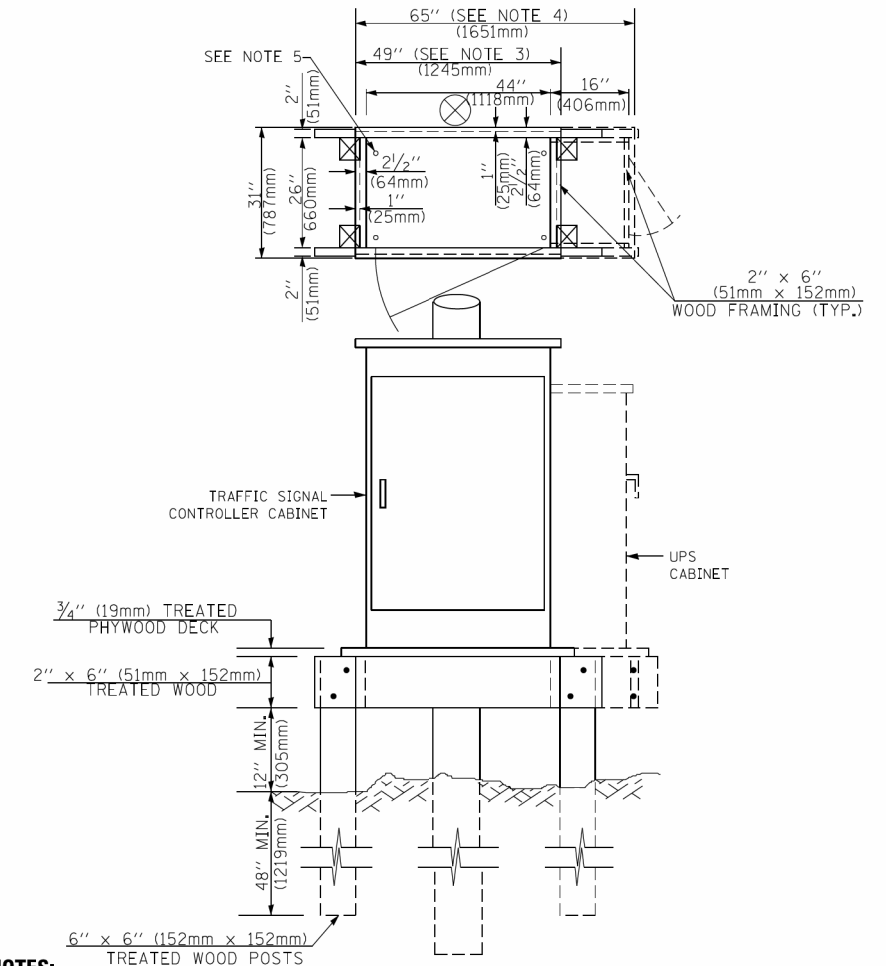
**TOP VIEW**



**TYPE C  
FOR GROUND MOUNTED  
SUPER P (TYPE IV) AND SUPER R (TYPE V)  
CONTROLLER CABINETS**

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

**DEPTH OF FOUNDATION**



**NOTES:**

- BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
- BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
- PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
- PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
- DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
- FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

**TEMPORARY SIGNAL CONTROLLER  
WOOD SUPPORT PLATFORM**

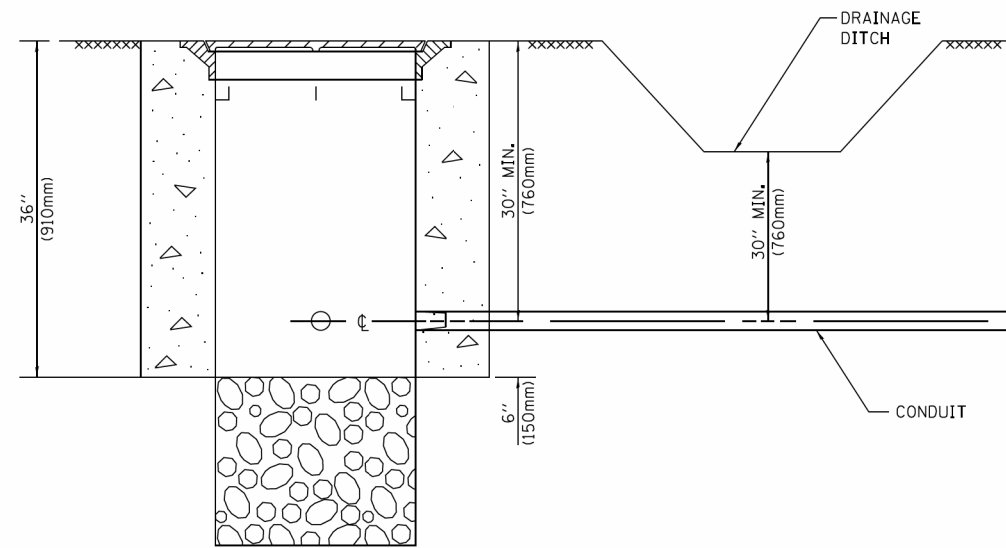
Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and up to 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and less than 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

**NOTES:**

- These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average unconfined compressive strength (qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
- Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
- Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
- For mast arm assemblies with dual arms refer to state standard 878001..

**DEPTH OF MAST ARM FOUNDATIONS, TYPE E**

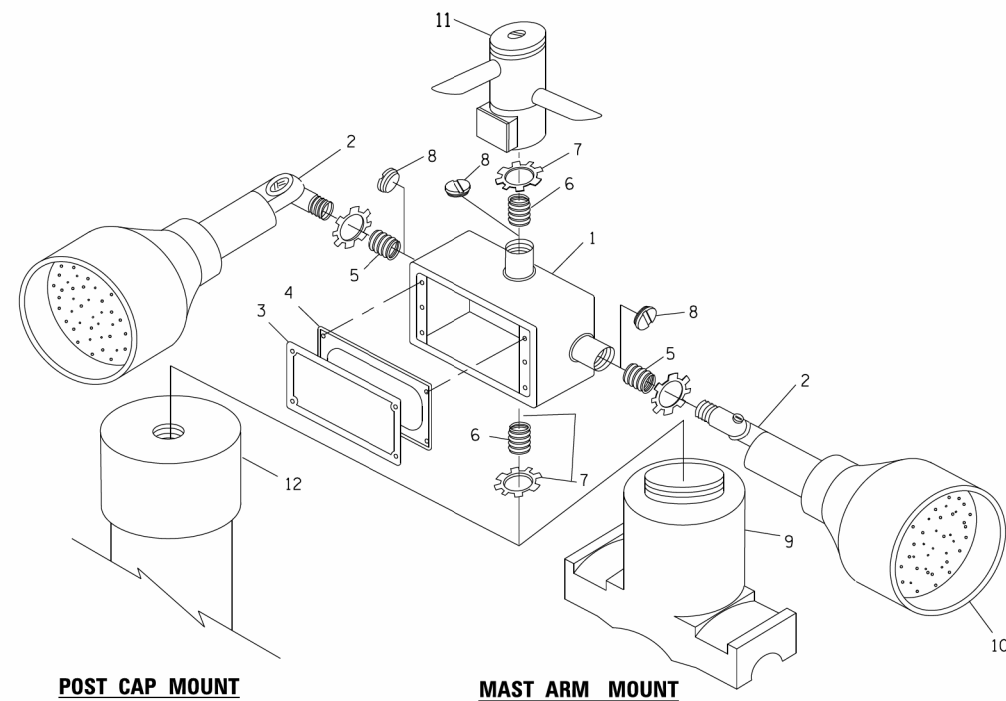
FILE NAME =	USER NAME = footemj	DESIGNED - DAG	REVISED - DAG 1-1-14	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca:\pwwork\pwwork\footemj\d0108315\ts05.dgn		DRAWN - BCK	REVISED -		<b>STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>		116/124	12-00116-00-CH	MCHENRY	208	133	
		CHECKED - DAD	REVISED -		SCALE: NONE	SHEET NO. 5	OF 7 SHEETS	STA.	TO STA.	<b>TS-05</b>		
		DATE - 10-28-09	REVISED -					<b>CONTRACT NO. 61F58</b>			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



**NOTES:**

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

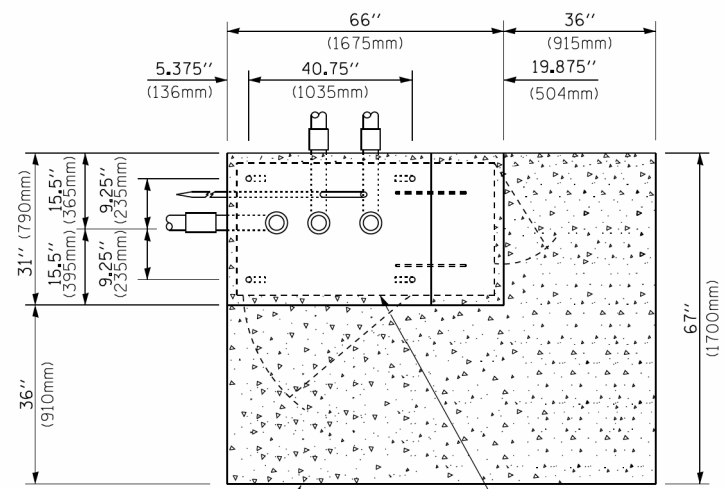
**HANDHOLE WITH MINIMUM CONDUIT DEPTH**  
(NOT TO SCALE)



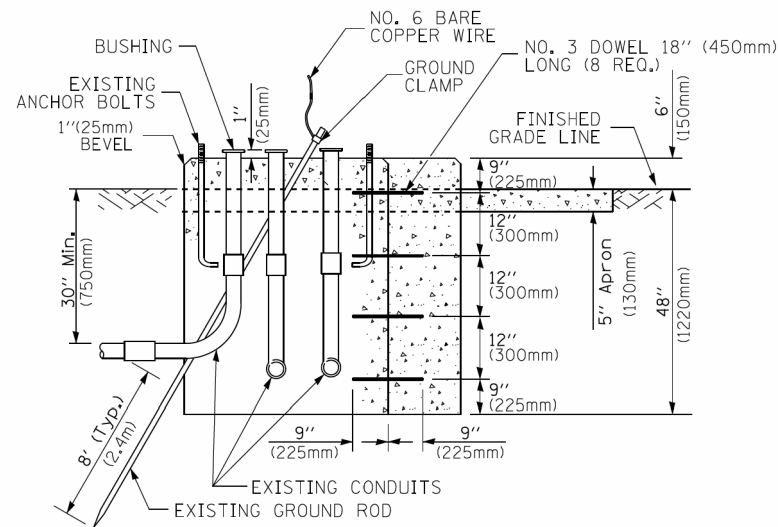
**POST CAP MOUNT**

**MAST ARM MOUNT**

**EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL**



**TOP VIEW**  
(NOT TO SCALE)

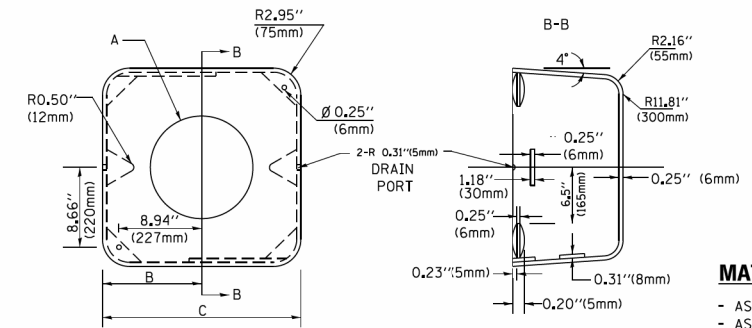


**MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION**  
(NOT TO SCALE)

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0,000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4" (19 mm) CLOSE NIPPLE
7	3/4" (19 mm) LOCKNUT
8	3/4" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

**NOTES:**

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1 - OZ/GEENEY FSX 1-50 OR EQUIVALENT  
ITEM #2 - MULBERRY CON-O SHADE LAMP SHIELD OR EQUIVALENT  
ITEM #3 - BAND-IT SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



**MATERIAL:**  
- ASTM A36 STEEL  
- ASTM A-123 HOT DIPPED GALVANIZED

A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5" (241mm)	19" (483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIABLES	10.75" (273mm)	21.5" (546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIABLES	13.0" (330mm)	26" (660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIABLES	18.5" (470mm)	37" (940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

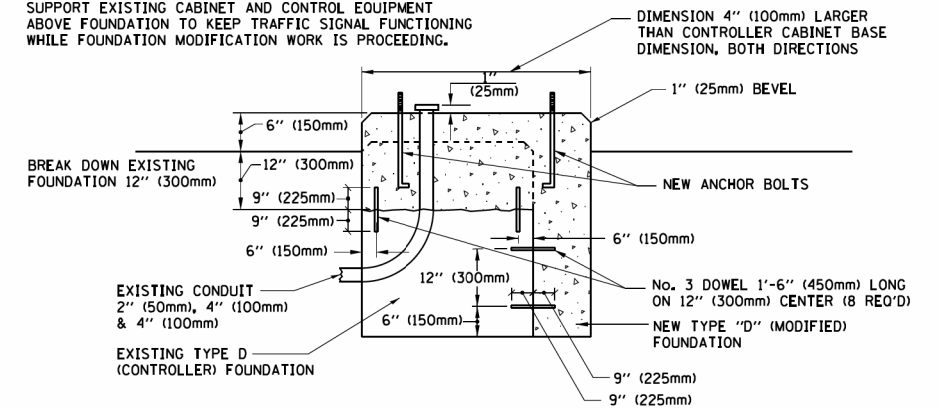
**SHROUD**

**NOTES:**

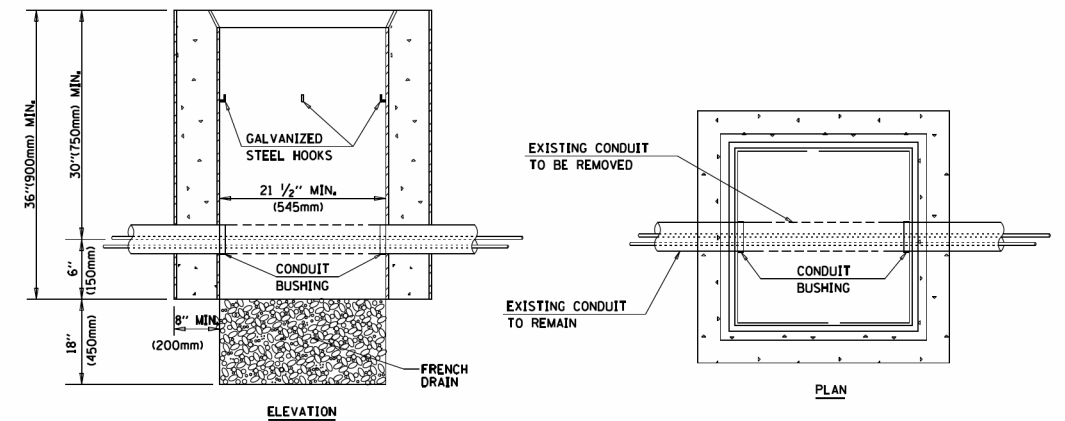
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

**NOTE:**

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



**MODIFY EXISTING TYPE "D" FOUNDATION**



**NOTES:**

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

**HANDHOLE TO INTERCEPT EXISTING CONDUIT**

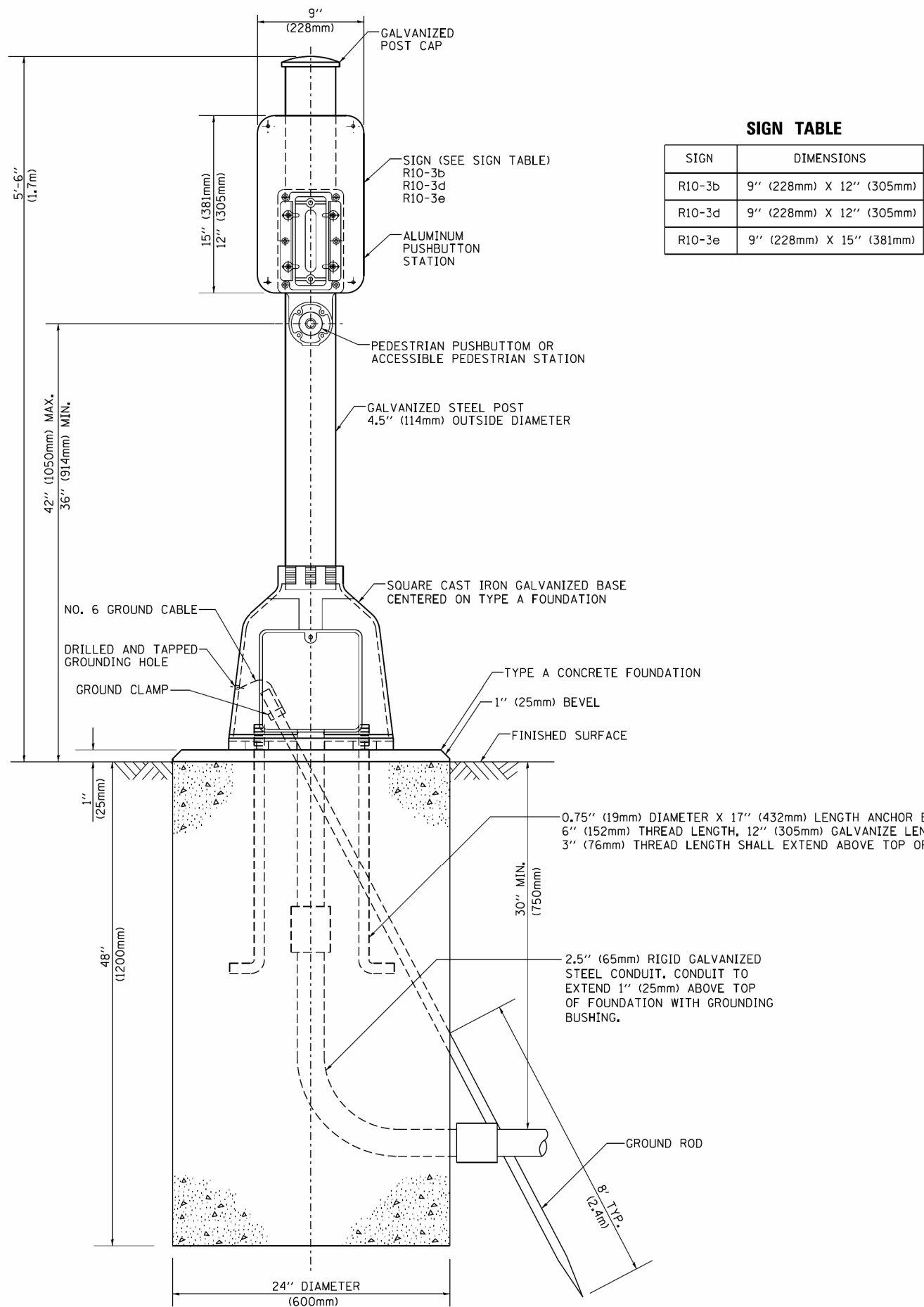
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	PLOT SCALE = 50.0000' / 1"	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE**  
**STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

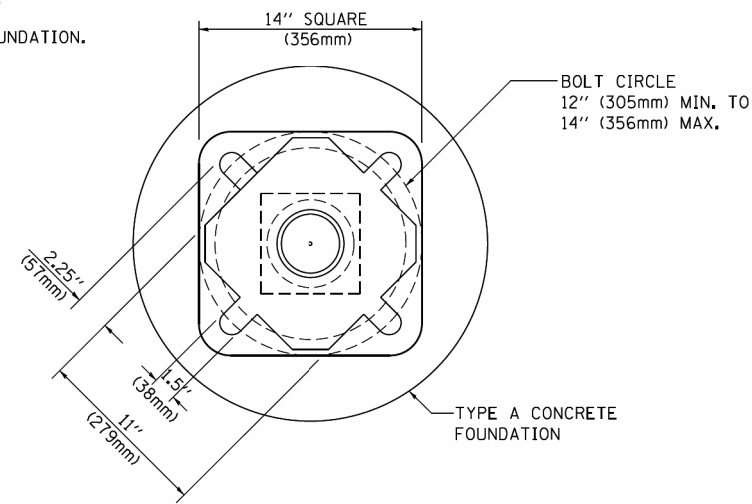
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	134
	<b>TS-05</b>			CONTRACT NO. 61F58
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SCALE: NONE SHEET NO. 6 OF 7 SHEETS STA. TO STA.



**SIGN TABLE**

SIGN	DIMENSIONS
R10-3b	9" (228mm) X 12" (305mm)
R10-3d	9" (228mm) X 12" (305mm)
R10-3e	9" (228mm) X 15" (381mm)



**BOLT PATTERN**

**PEDESTRIAN PUSH BUTTON POST, TYPE A**

FILE NAME =	USER NAME = footemj	DESIGNED - DAG	REVISED - DAG 1-1-14
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	PLOT SCALE = 50.0000' / 1"	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10/1/2012	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

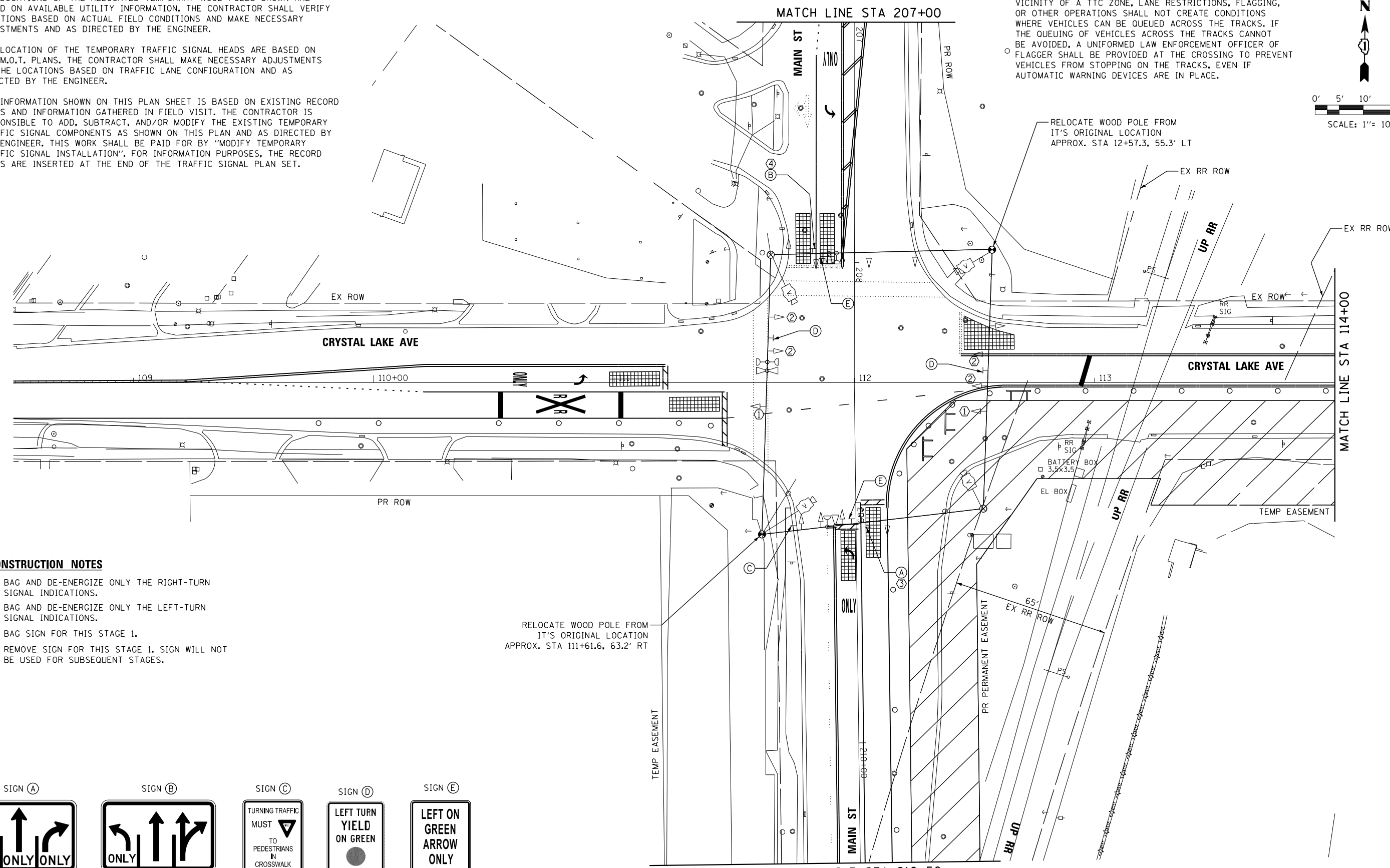
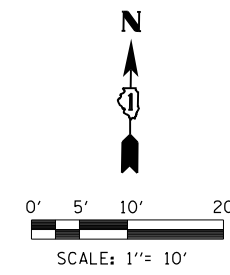
<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			
SCALE: NONE	SHEET NO. 7 OF 7 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	135
<b>TS-05</b>			<b>CONTRACT NO. 61F58</b>	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**NOTES:**

1. THE LOCATIONS OF THE RELOCATED TEMPORARY WOOD POLES SHOWN ARE BASED ON AVAILABLE UTILITY INFORMATION. THE CONTRACTOR SHALL VERIFY LOCATIONS BASED ON ACTUAL FIELD CONDITIONS AND MAKE NECESSARY ADJUSTMENTS AND AS DIRECTED BY THE ENGINEER.
2. THE LOCATION OF THE TEMPORARY TRAFFIC SIGNAL HEADS ARE BASED ON THE M.O.T. PLANS. THE CONTRACTOR SHALL MAKE NECESSARY ADJUSTMENTS TO THE LOCATIONS BASED ON TRAFFIC LANE CONFIGURATION AND AS DIRECTED BY THE ENGINEER.
3. THE INFORMATION SHOWN ON THIS PLAN SHEET IS BASED ON EXISTING RECORD PLANS AND INFORMATION GATHERED IN FIELD VISIT. THE CONTRACTOR IS RESPONSIBLE TO ADD, SUBTRACT, AND/OR MODIFY THE EXISTING TEMPORARY TRAFFIC SIGNAL COMPONENTS AS SHOWN ON THIS PLAN AND AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR BY "MODIFY TEMPORARY TRAFFIC SIGNAL INSTALLATION". FOR INFORMATION PURPOSES, THE RECORD PLANS ARE INSERTED AT THE END OF THE TRAFFIC SIGNAL PLAN SET.

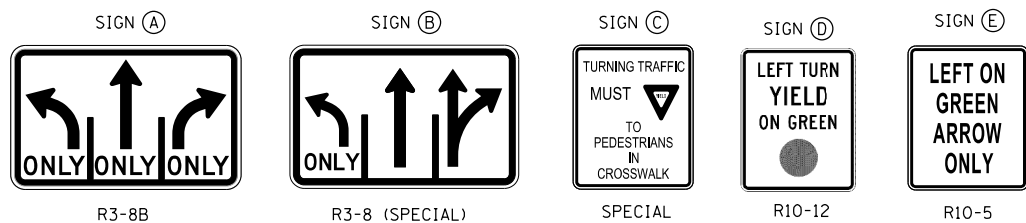
WORK IN THE VICINITY OF A GRADE CROSSING (MUTCD 6G.18)  
 WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OF FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.



**CONSTRUCTION NOTES**

- ① BAG AND DE-ENERGIZE ONLY THE RIGHT-TURN SIGNAL INDICATIONS.
- ② BAG AND DE-ENERGIZE ONLY THE LEFT-TURN SIGNAL INDICATIONS.
- ③ BAG SIGN FOR THIS STAGE 1.
- ④ REMOVE SIGN FOR THIS STAGE 1. SIGN WILL NOT BE USED FOR SUBSEQUENT STAGES.

RELOCATE WOOD POLE FROM IT'S ORIGINAL LOCATION APPROX. STA 111+61.6, 63.2' RT



FILE NAME =	DESIGNED - BCHAvez	REVISED -
USER NAME = jreambillo	DRAWN -	REVISED -
PLOT DATE = 5/27/2019	CHECKED - DLEVIN	REVISED -
	DATE - 5/28/2019	REVISED -



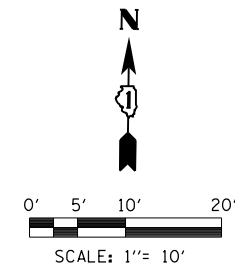
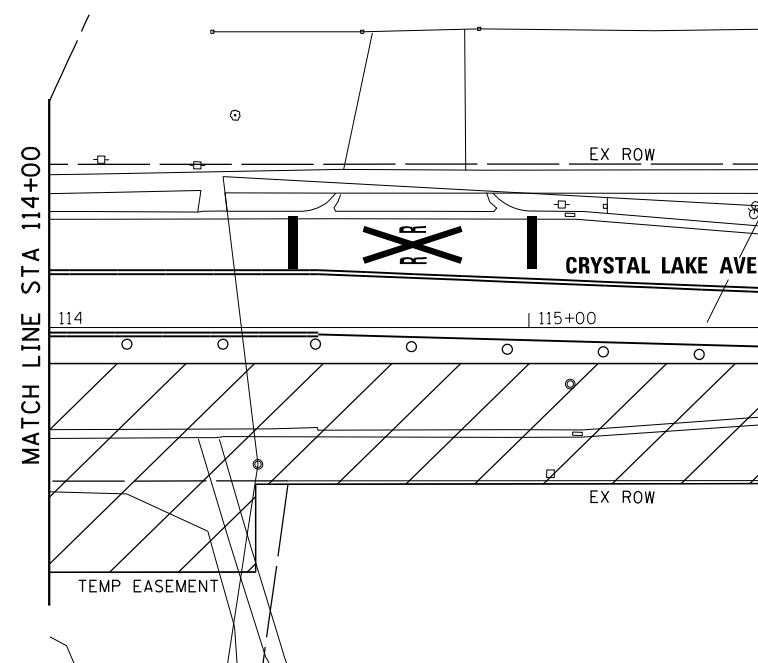
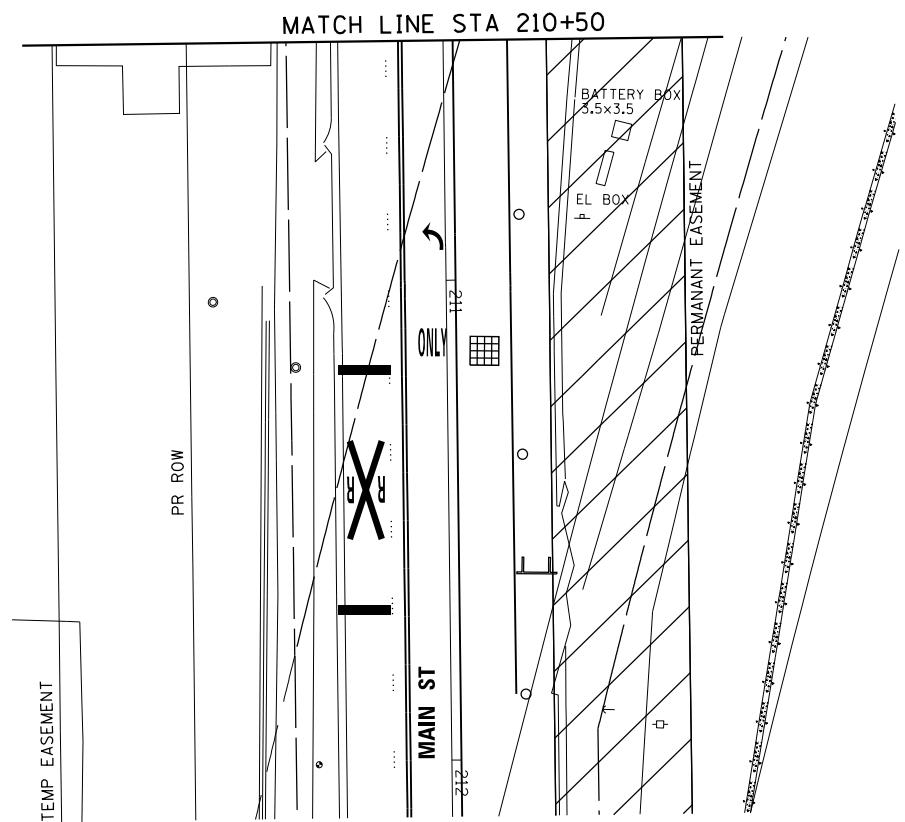
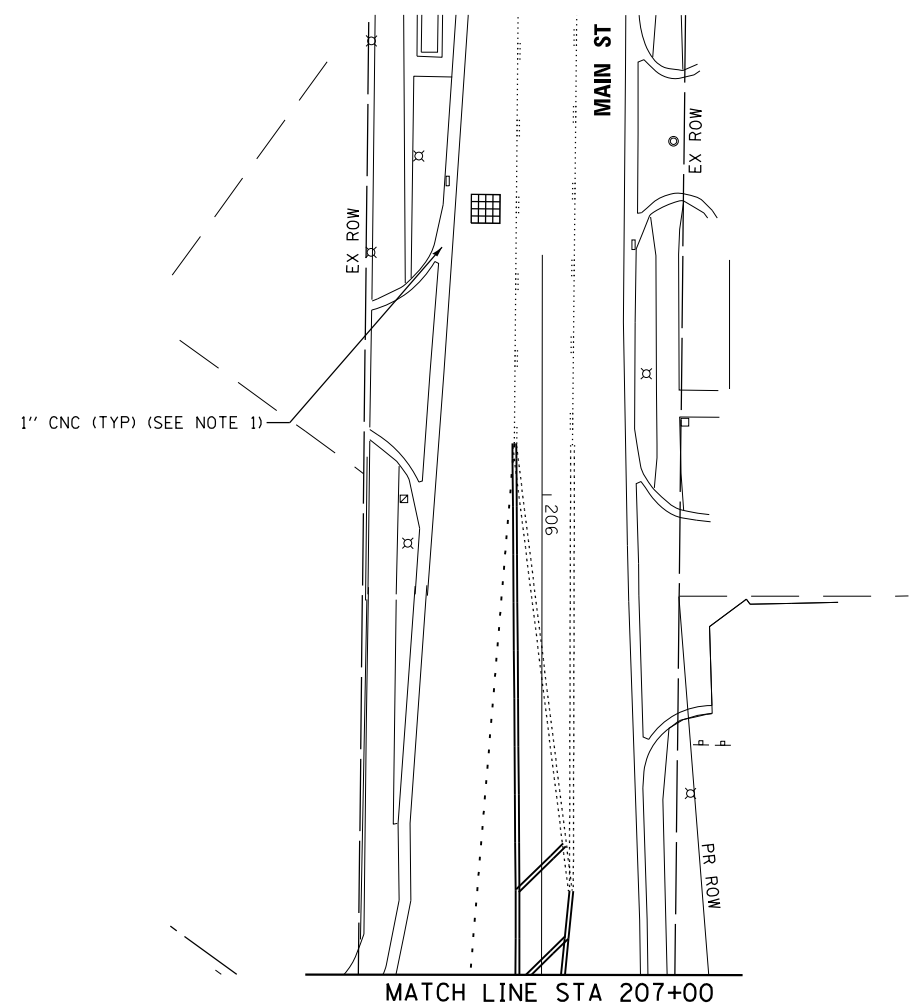
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TEMP TRAFFIC SIGNAL MODIFICATION PLAN - STAGE 1 (SHEET 1 OF 2)  
 S MAIN ST AND E CRYSTAL LAKE AVE

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	136
CONTRACT NO. 61F58				
ILLINOIS FED. AID PROJECT				

WORK IN THE VICINITY OF A GRADE CROSSING (MUTCD 6G.18)  
 WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OF FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.



FILE NAME =	DESIGNED - BCHAvez	REVISED -
	DRAWN -	REVISED -
USER NAME = dlevin	CHECKED - JREAMBILLO	REVISED -
PLOT DATE = 6/13/2019	DATE - 5/28/2019	REVISED -



STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TEMP TRAFFIC SIGNAL MODIFICATION PLAN - STAGE 1 (SHEET 2 OF 2)  
 S MAIN ST AND E CRYSTAL LAKE AVE

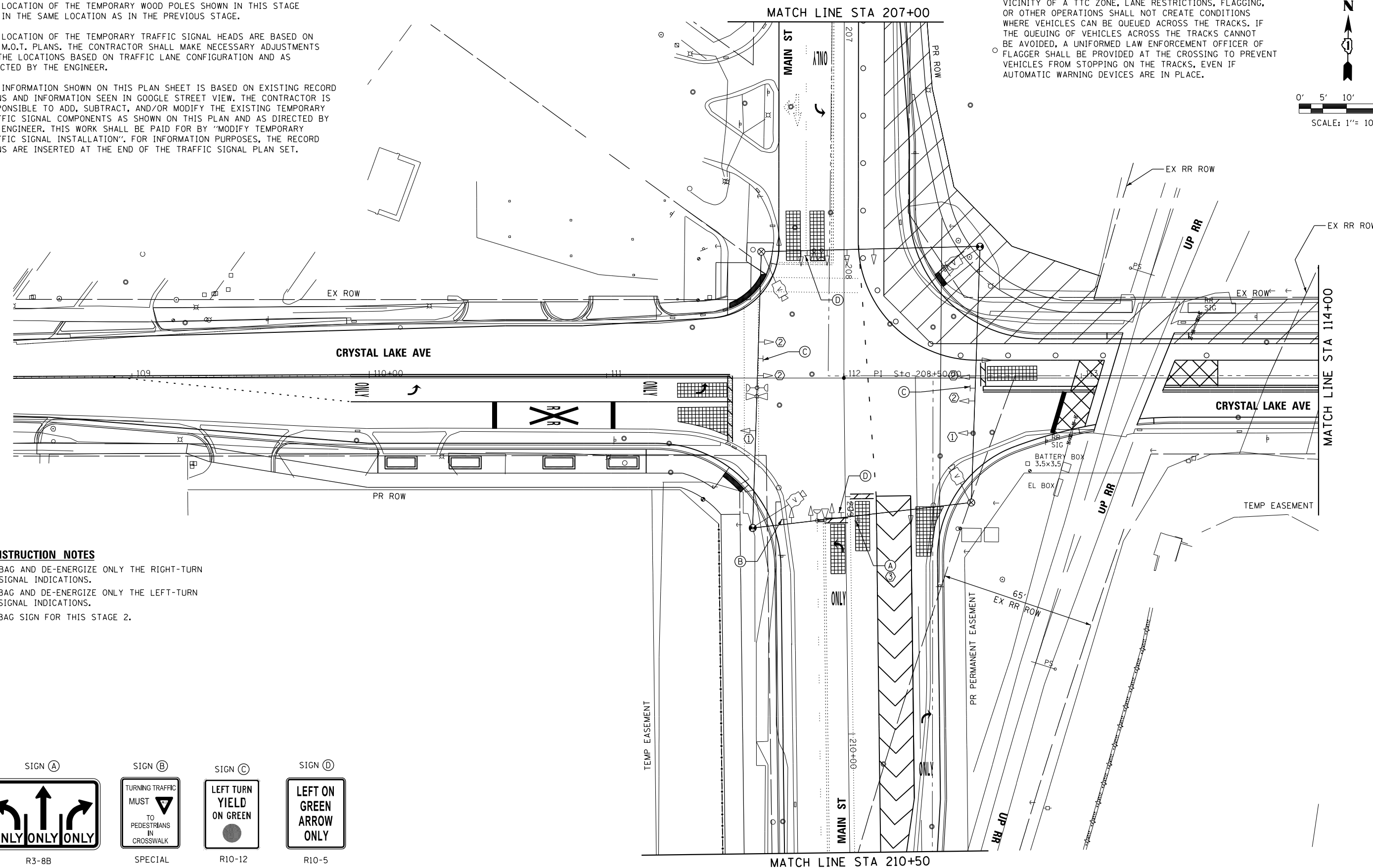
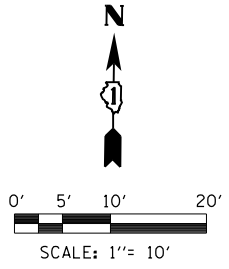
SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	137
CONTRACT NO. 61F58				
ILLINOIS FED. AID PROJECT				

**NOTES:**

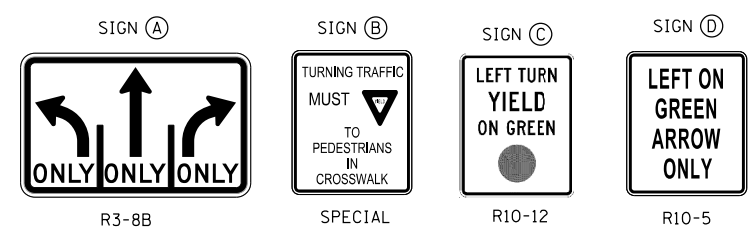
1. THE LOCATION OF THE TEMPORARY WOOD POLES SHOWN IN THIS STAGE ARE IN THE SAME LOCATION AS IN THE PREVIOUS STAGE.
2. THE LOCATION OF THE TEMPORARY TRAFFIC SIGNAL HEADS ARE BASED ON THE M.O.T. PLANS. THE CONTRACTOR SHALL MAKE NECESSARY ADJUSTMENTS TO THE LOCATIONS BASED ON TRAFFIC LANE CONFIGURATION AND AS DIRECTED BY THE ENGINEER.
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WORK IN THE VICINITY OF A GRADE CROSSING (MUTCD 6G.18) WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OF FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.



**CONSTRUCTION NOTES**

- ① BAG AND DE-ENERGIZE ONLY THE RIGHT-TURN SIGNAL INDICATIONS.
- ② BAG AND DE-ENERGIZE ONLY THE LEFT-TURN SIGNAL INDICATIONS.
- ③ BAG SIGN FOR THIS STAGE 2.



FILE NAME =	DESIGNED - BCHAPEZ	REVISED -
USER NAME = jreambillo	DRAWN - TBLANK	REVISED -
PLOT DATE = 5/27/2019	CHECKED - JREAMBILLO	REVISED -
	DATE - 5/28/2019	REVISED -



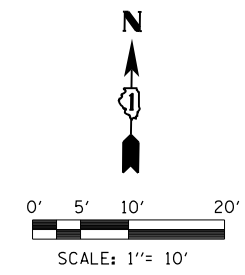
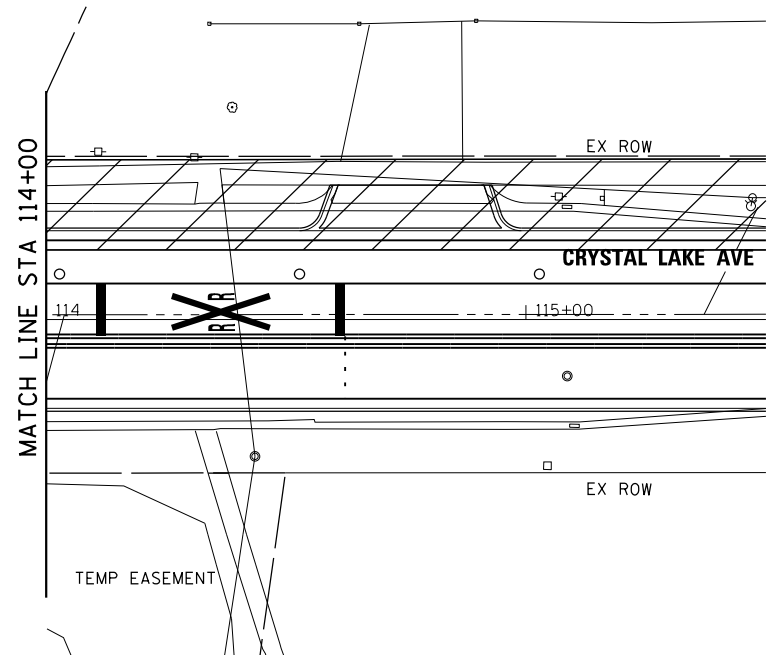
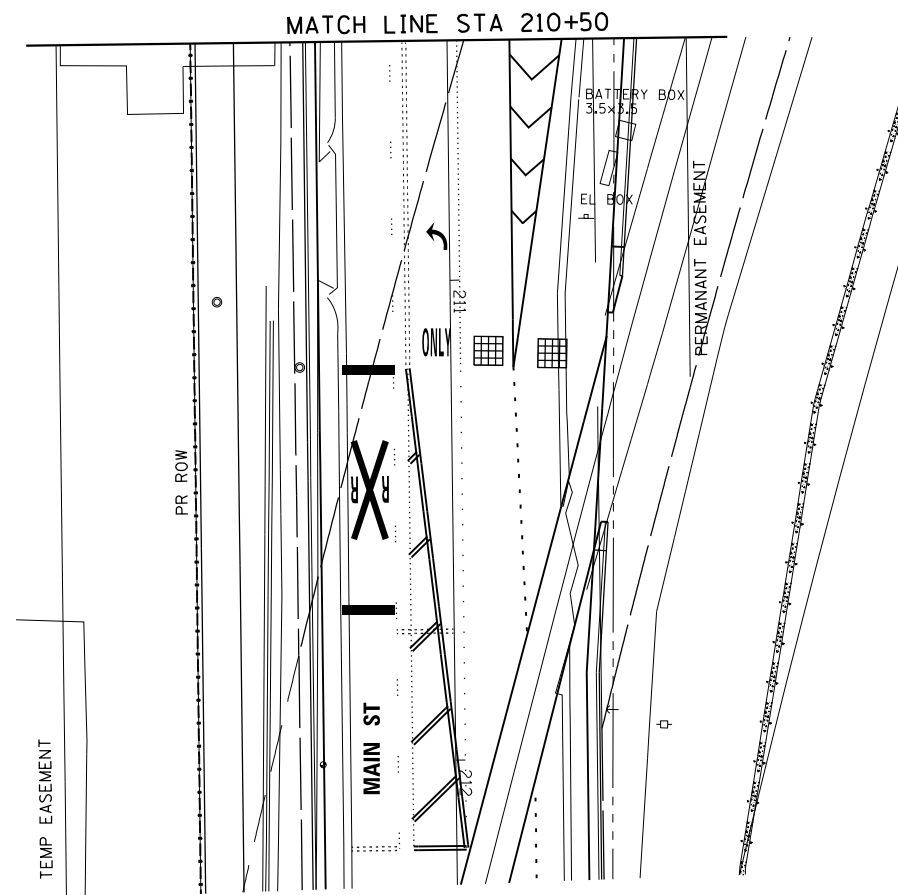
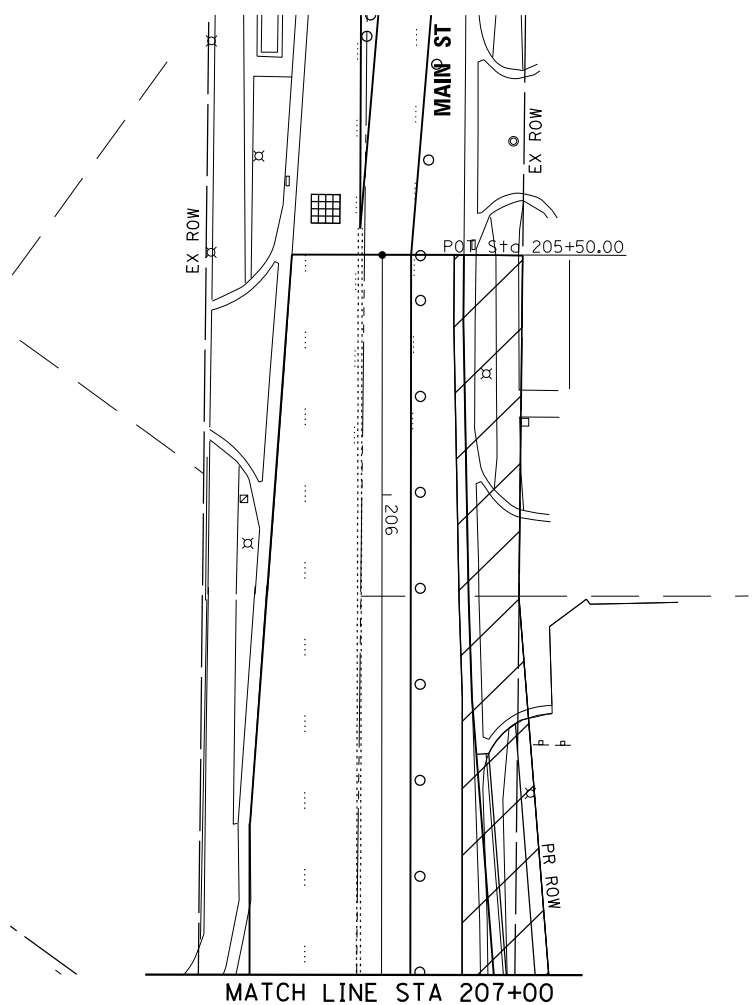
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMP TRAFFIC SIGNAL MODIFICATION PLAN - STAGE 2 (SHEET 1 OF 2)  
S MAIN ST AND E CRYSTAL LAKE AVE**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	138
CONTRACT NO. 61F58				
ILLINOIS FED. AID PROJECT				

WORK IN THE VICINITY OF A GRADE CROSSING (MUTCD 6G.18)  
 WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OF FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.



FILE NAME =	DESIGNED - BCHAVEZ	REVISED -
	DRAWN - TBLANK	REVISED -
USER NAME = jreambillo	CHECKED - JREAMBILLO	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -

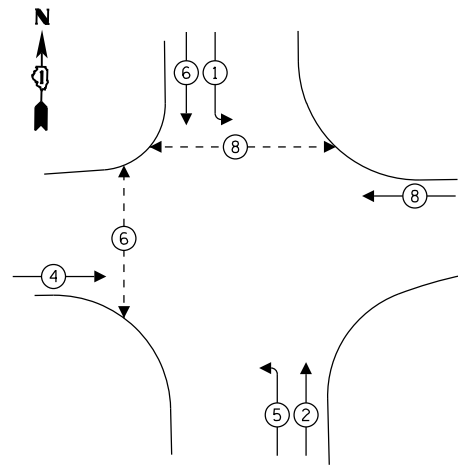


STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TEMP TRAFFIC SIGNAL MODIFICATION PLAN - STAGE 2 (SHEET 2 OF 2)			
S MAIN ST AND E CRYSTAL LAKE AVE			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	139
				CONTRACT NO. 61F58
ILLINOIS FED. AID PROJECT				

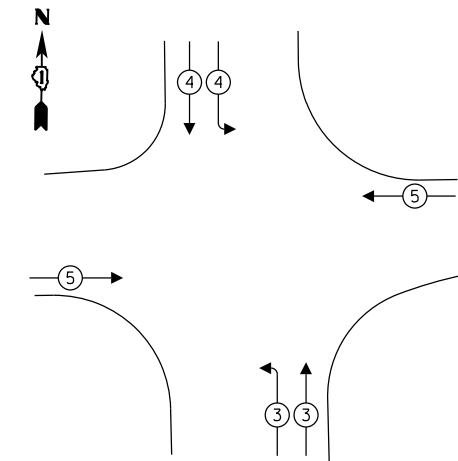
**PROPOSED CONTROLLER SEQUENCE**



**LEGEND:**

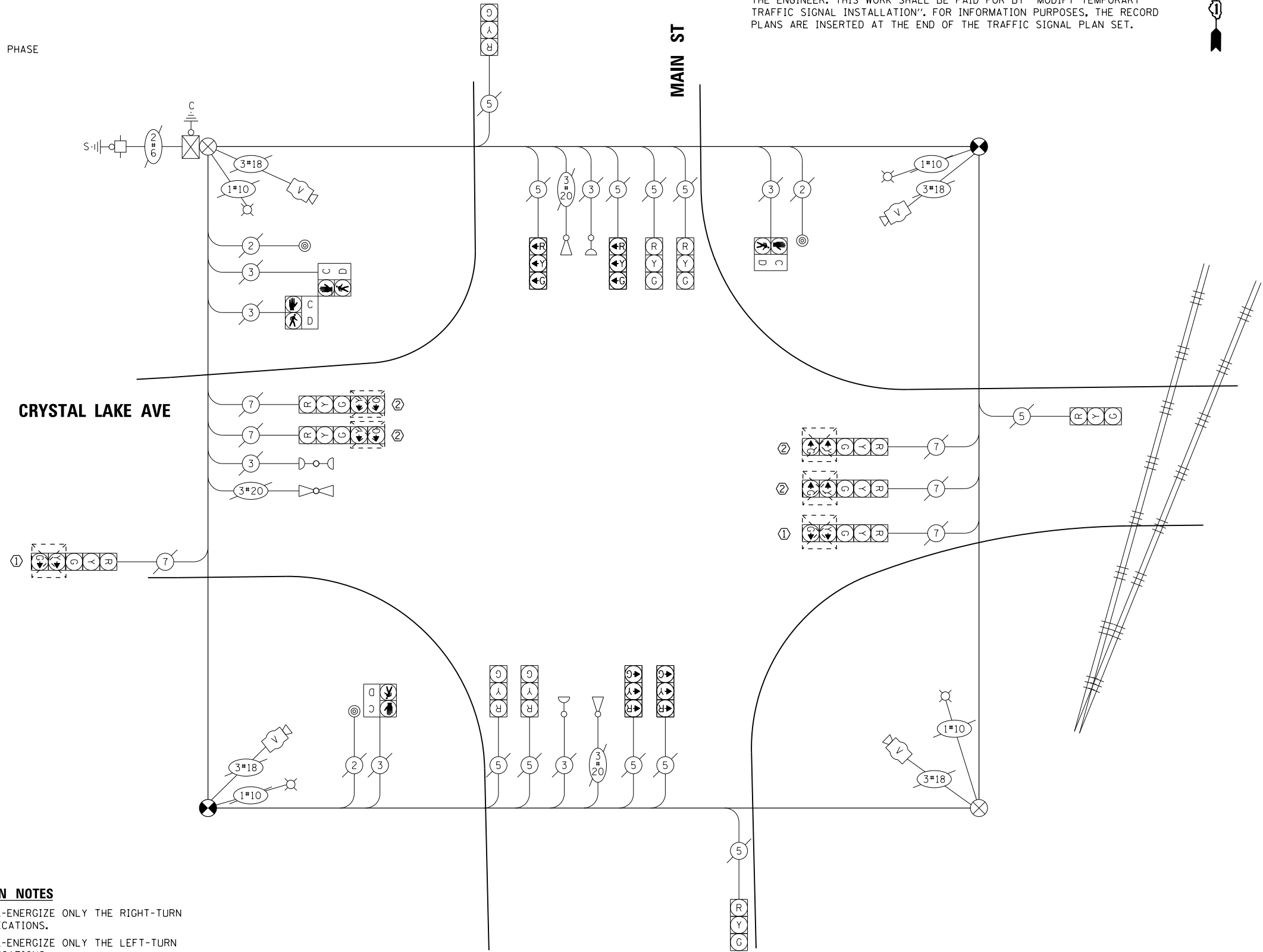
- ← \* → PROTECTED PHASE
- ← \* - PROTECTED/PERMITTED PHASE
- ← \* → PEDESTRIAN PHASE

**PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE**



**NOTES:**

1. THE INFORMATION SHOWN ON THIS PLAN SHEET IS BASED ON EXISTING RECORD PLANS AND INFORMATION SEEN IN GOOGLE STREET VIEW. THE CONTRACTOR IS RESPONSIBLE TO ADD, SUBTRACT, AND/OR MODIFY THE EXISTING TEMPORARY TRAFFIC SIGNAL COMPONENTS AS SHOWN ON THIS PLAN AND AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR BY 'MODIFY TEMPORARY TRAFFIC SIGNAL INSTALLATION'. FOR INFORMATION PURPOSES, THE RECORD PLANS ARE INSERTED AT THE END OF THE TRAFFIC SIGNAL PLAN SET.



**CABLE PLAN**  
(NOT TO SCALE)

**CONSTRUCTION NOTES**

- ① BAG AND DE-ENERGIZE ONLY THE RIGHT-TURN SIGNAL INDICATIONS.
- ② BAG AND DE-ENERGIZE ONLY THE LEFT-TURN SIGNAL INDICATIONS.

**TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS**

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	17	11	50	93.5
(YELLOW)	17	20	5	17.0
(GREEN)	17	12	45	91.8
PERMISSIVE ARROW	-	10	10	-
PED. SIGNAL	4	20	100	80.0
CONTROLLER	1	100	100	100.0
UPS	-	25	100	-
VIDEO SYSTEM	1	150	100	150.0
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	66	50	-
LUMINAIRE	4	400	50	800.0
TOTAL =				1332.3

ENERGY COSTS TO:

CITY OF CRYSTAL LAKE  
100 W WOODSTOCK ST  
CRYSTAL LAKE, IL 60014

ENERGY SUPPLY: CONTACT: COMED REPRESENTATIVE  
PHONE: (630) 985-4043  
COMPANY: COMMONWEALTH EDISON  
ACCOUNT NUMBER: ---

FILE NAME =	DESIGNED - BCHAvez	REVISED -
	DRAWN -	REVISED -
USER NAME = jreambillo	CHECKED -	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMP TRAFFIC SIGNAL CABLE PLAN - STAGES 1 & 2  
S MAIN ST AND E CRYSTAL LAKE AVE

SCALE: SHEET NO. OF SHEETS STA. TO STA.

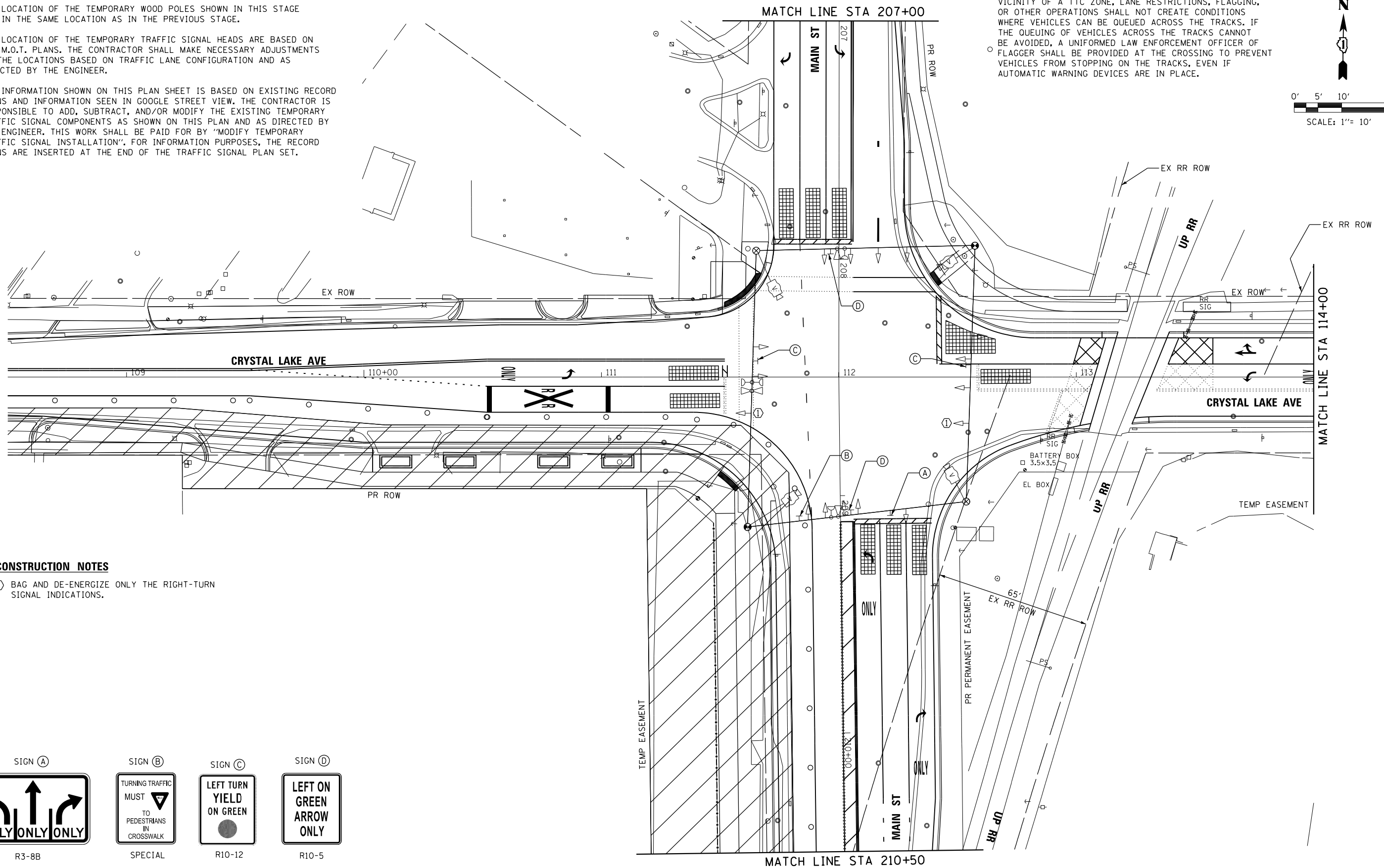
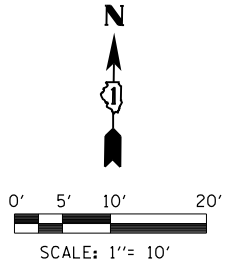
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	140
CONTRACT NO. 61F58				
ILLINOIS FED. AID PROJECT				



**NOTES:**

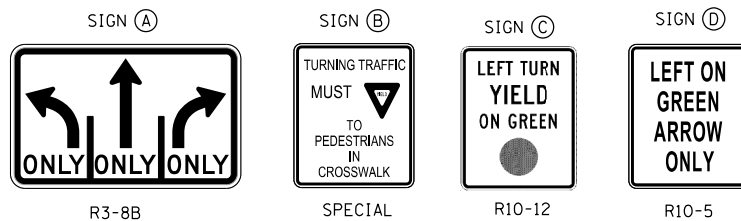
1. THE LOCATION OF THE TEMPORARY WOOD POLES SHOWN IN THIS STAGE ARE IN THE SAME LOCATION AS IN THE PREVIOUS STAGE.
2. THE LOCATION OF THE TEMPORARY TRAFFIC SIGNAL HEADS ARE BASED ON THE M.O.T. PLANS. THE CONTRACTOR SHALL MAKE NECESSARY ADJUSTMENTS TO THE LOCATIONS BASED ON TRAFFIC LANE CONFIGURATION AND AS DIRECTED BY THE ENGINEER.
3. THE INFORMATION SHOWN ON THIS PLAN SHEET IS BASED ON EXISTING RECORD PLANS AND INFORMATION SEEN IN GOOGLE STREET VIEW. THE CONTRACTOR IS RESPONSIBLE TO ADD, SUBTRACT, AND/OR MODIFY THE EXISTING TEMPORARY TRAFFIC SIGNAL COMPONENTS AS SHOWN ON THIS PLAN AND AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR BY "MODIFY TEMPORARY TRAFFIC SIGNAL INSTALLATION". FOR INFORMATION PURPOSES, THE RECORD PLANS ARE INSERTED AT THE END OF THE TRAFFIC SIGNAL PLAN SET.

WORK IN THE VICINITY OF A GRADE CROSSING (MUTCD 6G.18)  
 WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OF FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.



**CONSTRUCTION NOTES**

- ① BAG AND DE-ENERGIZE ONLY THE RIGHT-TURN SIGNAL INDICATIONS.



FILE NAME =	DESIGNED - BCHAPEZ	REVISED -
USER NAME = jreambillo	DRAWN - TBLANK	REVISED -
PLOT DATE = 5/27/2019	CHECKED - JREAMBILLO	REVISED -
	DATE - 5/28/2019	REVISED -



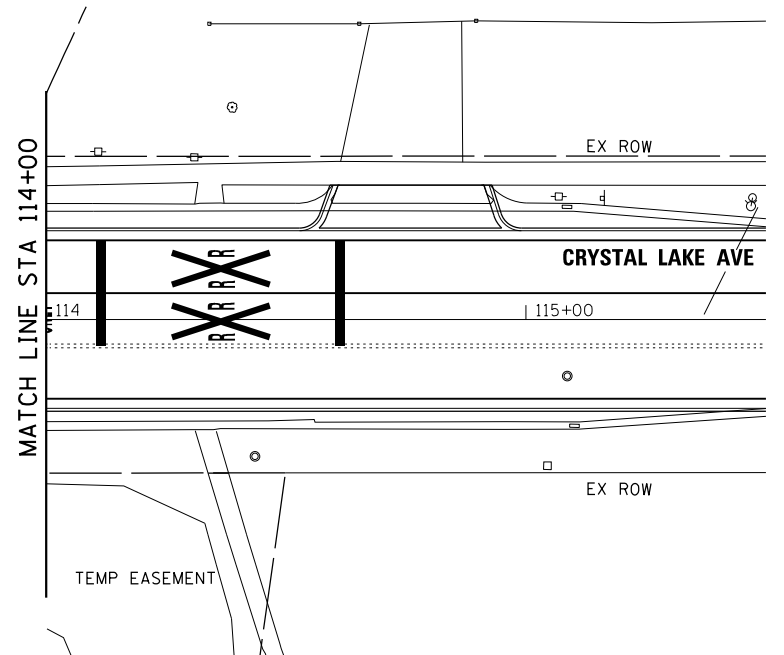
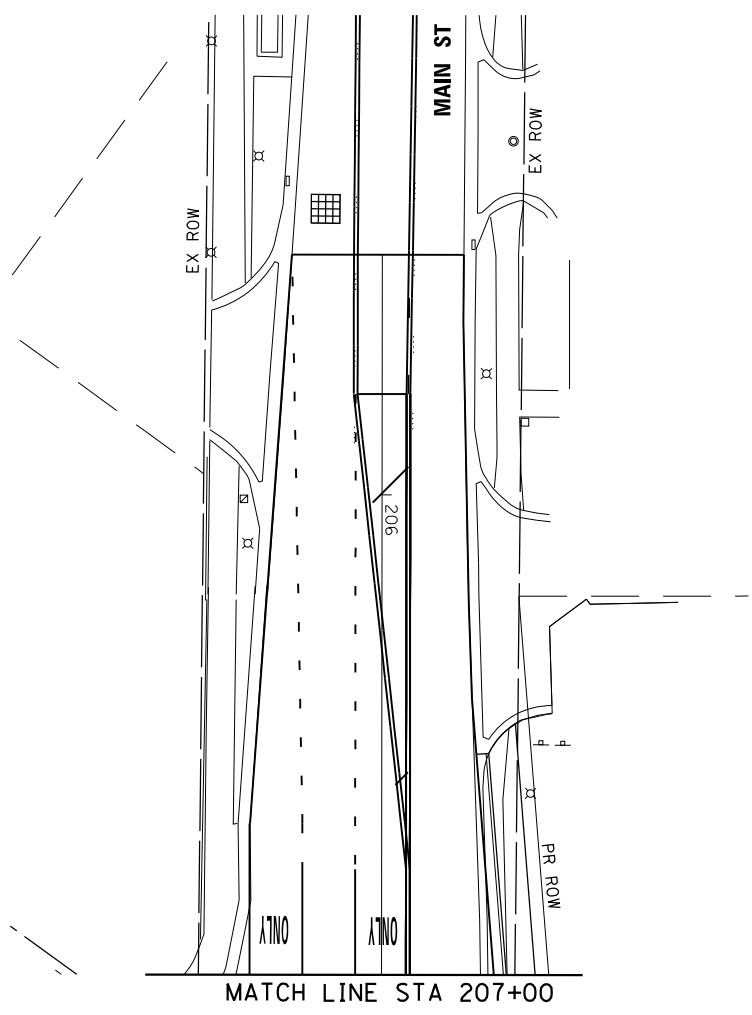
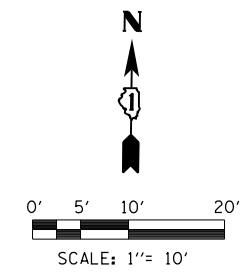
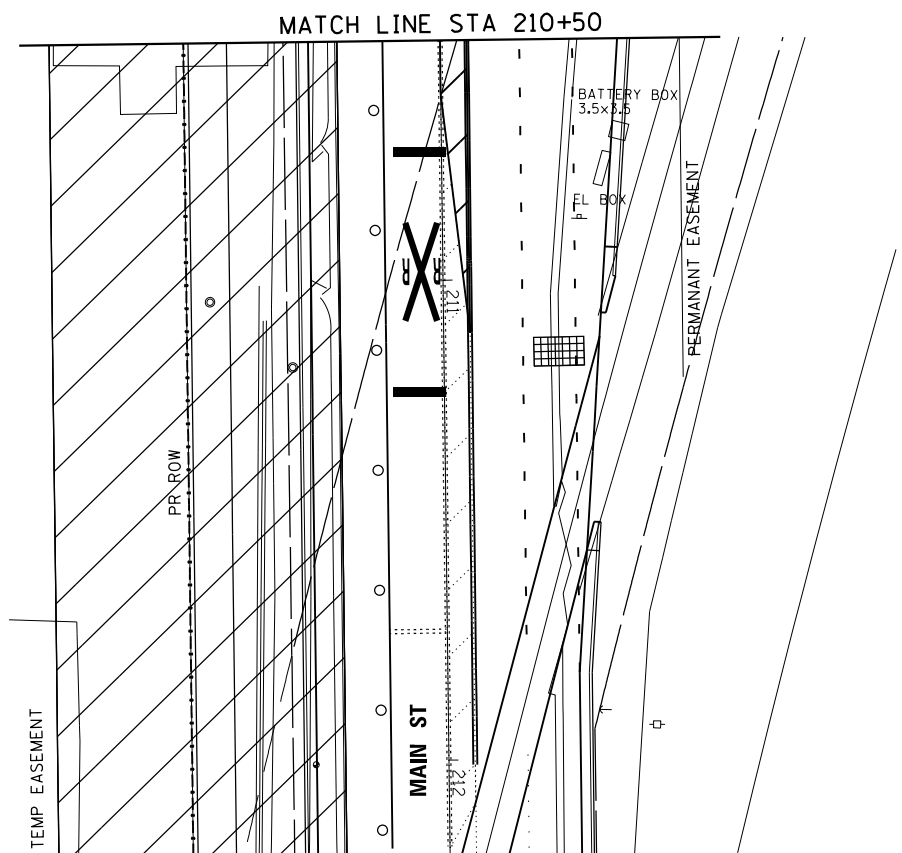
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TEMP TRAFFIC SIGNAL MODIFICATION PLAN - STAGE 3 (SHEET 1 OF 2)  
 S MAIN ST AND E CRYSTAL LAKE AVE

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	141
CONTRACT NO. 61F58			ILLINOIS FED. AID PROJECT	

WORK IN THE VICINITY OF A GRADE CROSSING (MUTCD 6G.18)  
 WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OF FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.



FILE NAME =	DESIGNED - BCHAVEZ	REVISED -
	DRAWN - TBLANK	REVISED -
USER NAME = jreambillo	CHECKED - JREAMBILLO	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -



STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

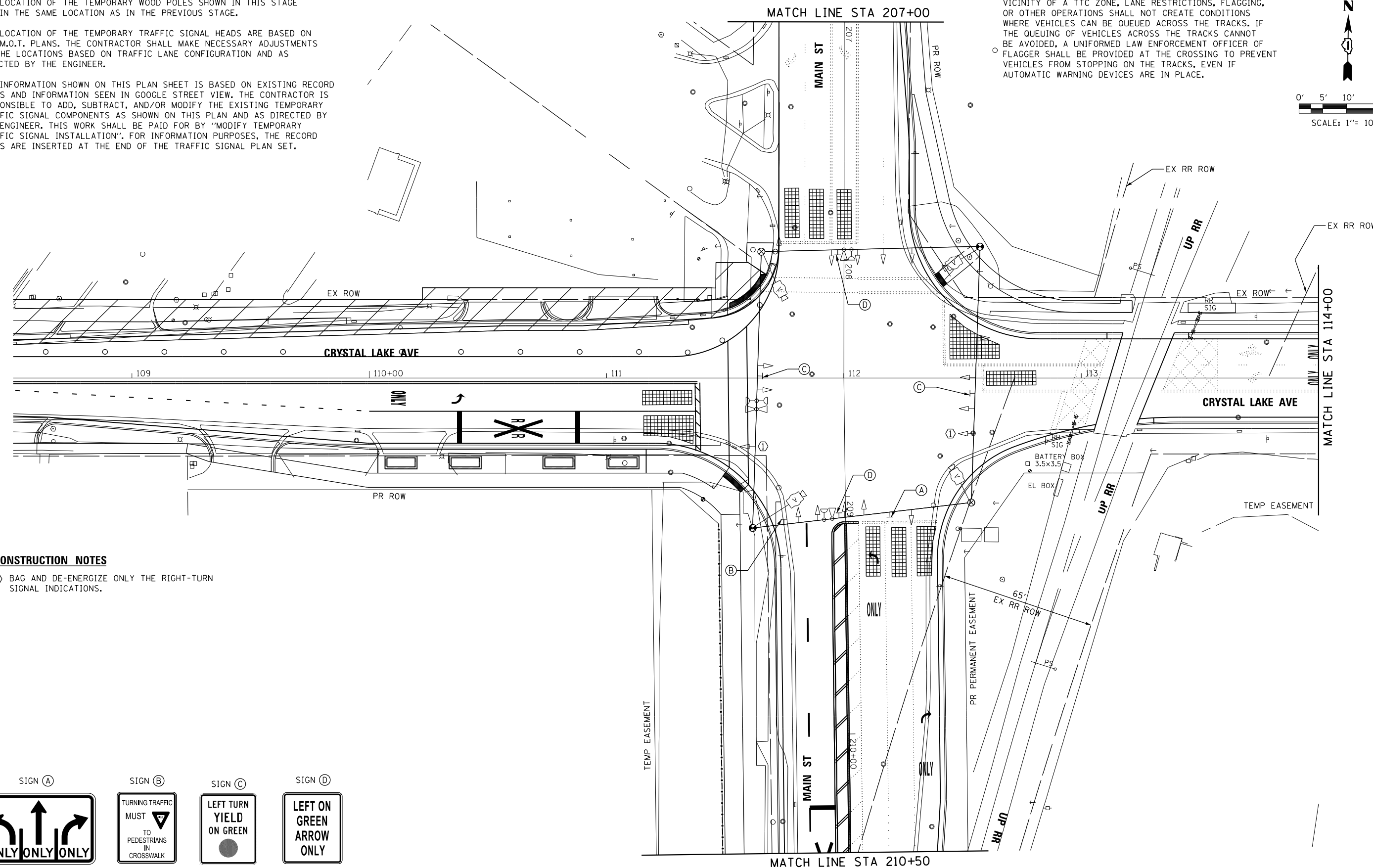
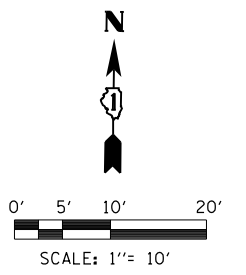
TEMP TRAFFIC SIGNAL MODIFICATION PLAN - STAGE 3 (SHEET 2 OF 2)			
S MAIN ST AND E CRYSTAL LAKE AVE			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	142
CONTRACT NO. 61F58				
ILLINOIS FED. AID PROJECT				

**NOTES:**

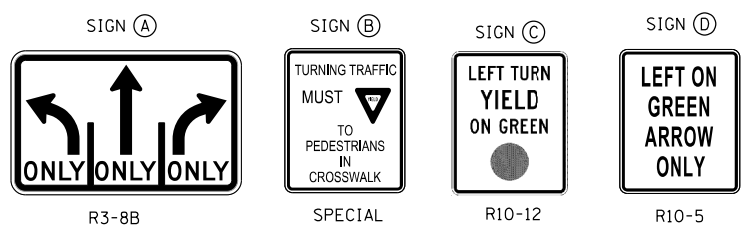
1. THE LOCATION OF THE TEMPORARY WOOD POLES SHOWN IN THIS STAGE ARE IN THE SAME LOCATION AS IN THE PREVIOUS STAGE.
2. THE LOCATION OF THE TEMPORARY TRAFFIC SIGNAL HEADS ARE BASED ON THE M.O.T. PLANS. THE CONTRACTOR SHALL MAKE NECESSARY ADJUSTMENTS TO THE LOCATIONS BASED ON TRAFFIC LANE CONFIGURATION AND AS DIRECTED BY THE ENGINEER.
3. THE INFORMATION SHOWN ON THIS PLAN SHEET IS BASED ON EXISTING RECORD PLANS AND INFORMATION SEEN IN GOOGLE STREET VIEW. THE CONTRACTOR IS RESPONSIBLE TO ADD, SUBTRACT, AND/OR MODIFY THE EXISTING TEMPORARY TRAFFIC SIGNAL COMPONENTS AS SHOWN ON THIS PLAN AND AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR BY "MODIFY TEMPORARY TRAFFIC SIGNAL INSTALLATION". FOR INFORMATION PURPOSES, THE RECORD PLANS ARE INSERTED AT THE END OF THE TRAFFIC SIGNAL PLAN SET.

WORK IN THE VICINITY OF A GRADE CROSSING (MUTCD 6G.18) WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OF FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.



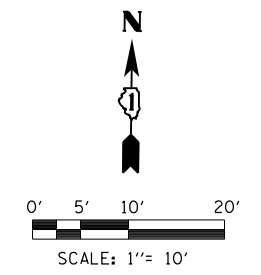
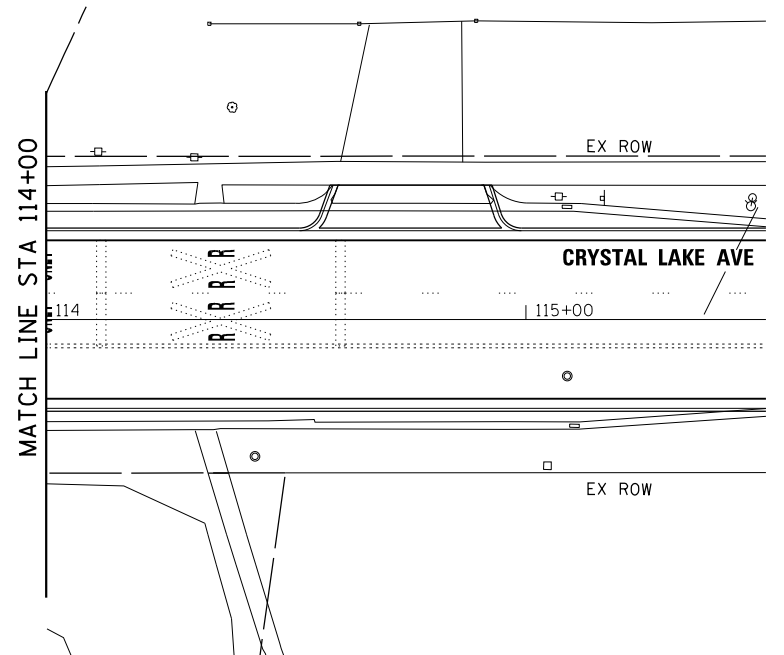
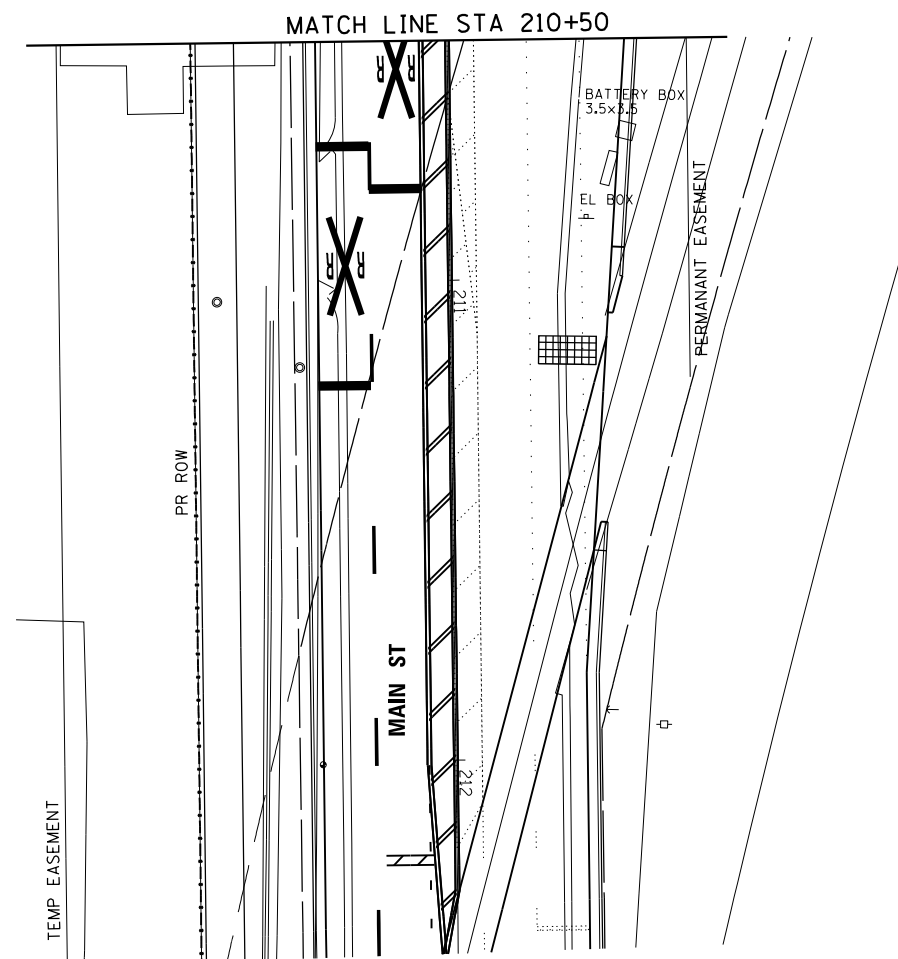
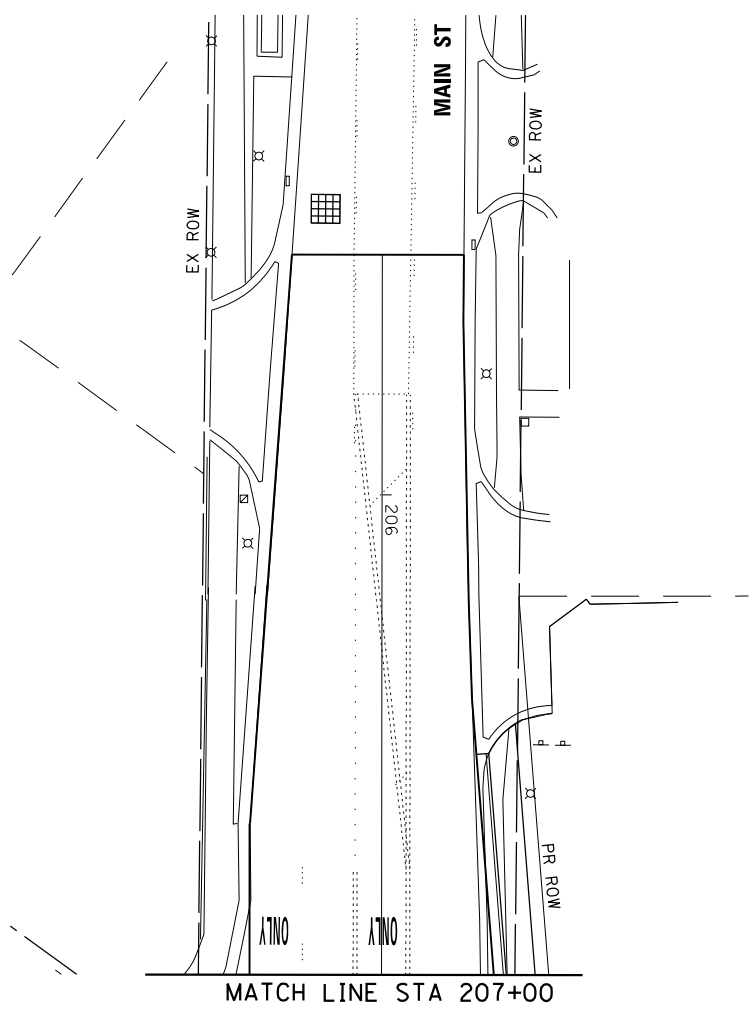
**CONSTRUCTION NOTES**

- ① BAG AND DE-ENERGIZE ONLY THE RIGHT-TURN SIGNAL INDICATIONS.



FILE NAME =	DESIGNED - BCHAVEZ	REVISED -	<p>Alfred Benesch &amp; Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214</p>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>			<b>TEMP TRAFFIC SIGNAL MODIFICATION PLAN - STAGE 4 (SHEET 1 OF 2)</b> <b>S MAIN ST AND E CRYSTAL LAKE AVE</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = jreambillo	DRAWN - TBLANK	REVISED -					116/124	12-00116-00-CH	MCHENRY	208	143			
PLOT DATE = 5/27/2019	CHECKED - JREAMBILLO	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 61F58			ILLINOIS FED. AID PROJECT				

WORK IN THE VICINITY OF A GRADE CROSSING (MUTCD 6G.18)  
 WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OF FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.



FILE NAME =	DESIGNED - BCHAvez	REVISED -
	DRAWN - TBLANK	REVISED -
USER NAME = jreambillo	CHECKED - JREAMBILLO	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -

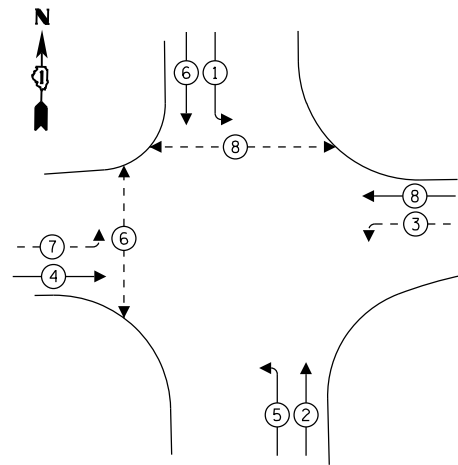


STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TEMP TRAFFIC SIGNAL MODIFICATION PLAN - STAGE 4 (SHEET 2 OF 2)			
S MAIN ST AND E CRYSTAL LAKE AVE			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	144
CONTRACT NO. 61F58				
ILLINOIS FED. AID PROJECT				

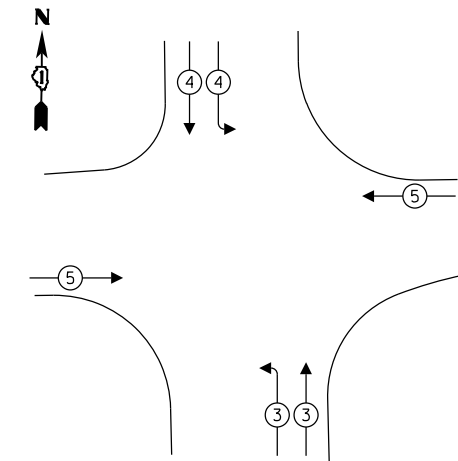
**PROPOSED CONTROLLER SEQUENCE**



**LEGEND:**

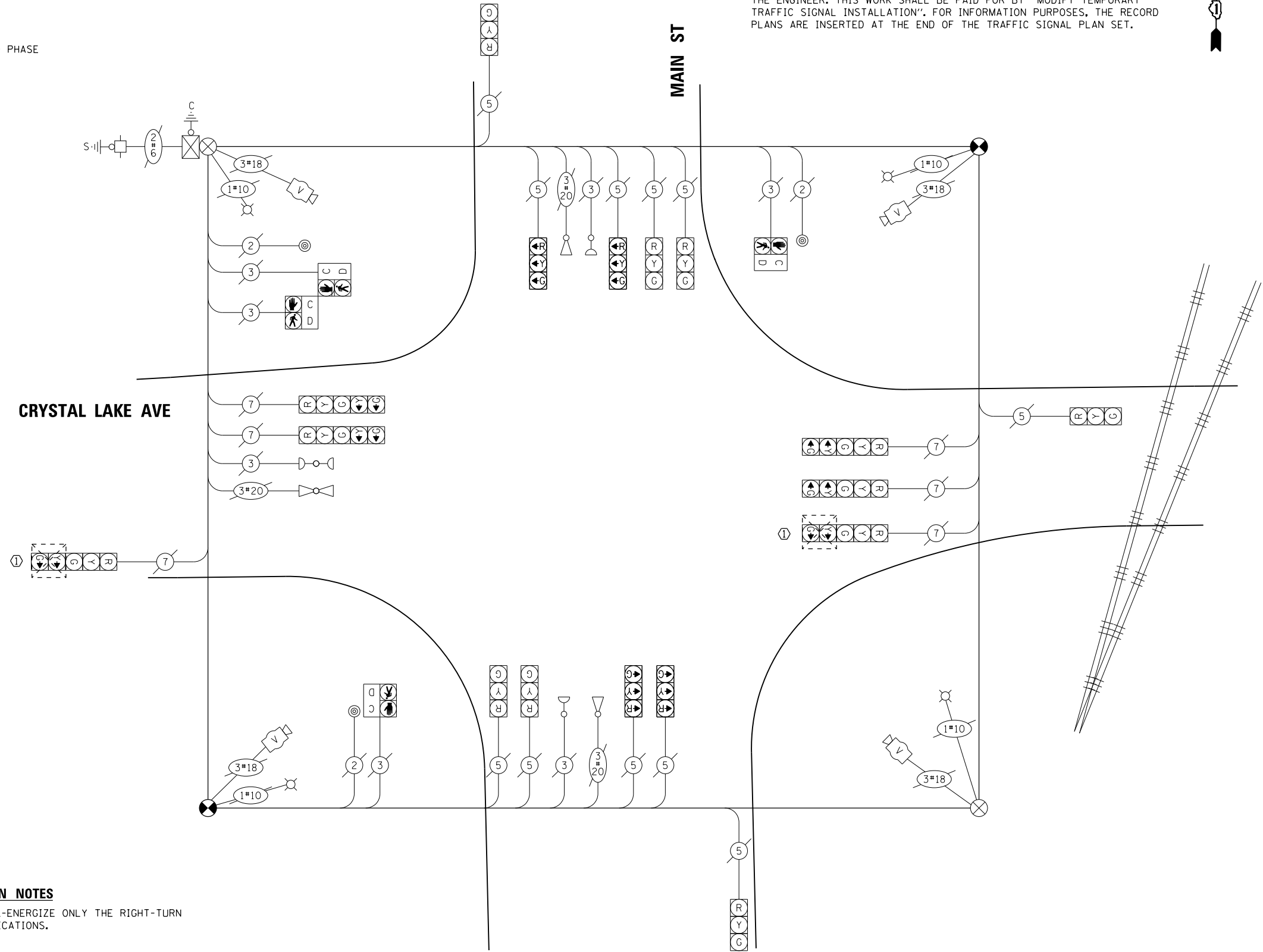
- ← \* → PROTECTED PHASE
- ← \* - PROTECTED/PERMITTED PHASE
- ← \* → PEDESTRIAN PHASE

**PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE**



**NOTES:**

- THE INFORMATION SHOWN ON THIS PLAN SHEET IS BASED ON EXISTING RECORD PLANS AND INFORMATION SEEN IN GOOGLE STREET VIEW. THE CONTRACTOR IS RESPONSIBLE TO ADD, SUBTRACT, AND/OR MODIFY THE EXISTING TEMPORARY TRAFFIC SIGNAL COMPONENTS AS SHOWN ON THIS PLAN AND AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR BY 'MODIFY TEMPORARY TRAFFIC SIGNAL INSTALLATION'. FOR INFORMATION PURPOSES, THE RECORD PLANS ARE INSERTED AT THE END OF THE TRAFFIC SIGNAL PLAN SET.



**CABLE PLAN**  
(NOT TO SCALE)

**CONSTRUCTION NOTES**

- ① BAG AND DE-ENERGIZE ONLY THE RIGHT-TURN SIGNAL INDICATIONS.

**TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS**

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	17	11	50	93.5
(YELLOW)	17	20	5	17.0
(GREEN)	17	12	45	91.8
PERMISSIVE ARROW	4	10	10	4.0
PED. SIGNAL	4	20	100	80.0
CONTROLLER	1	100	100	100.0
UPS	-	25	100	-
VIDEO SYSTEM	1	150	100	150.0
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	66	50	-
LUMINAIRE	4	400	50	800.0
TOTAL =				1336.3

ENERGY COSTS TO:

CITY OF CRYSTAL LAKE  
100 W WOODSTOCK ST  
CRYSTAL LAKE, IL 60014

ENERGY SUPPLY: CONTACT: COMED REPRESENTATIVE  
PHONE: (630) 985-4043  
COMPANY: COMMONWEALTH EDISON  
ACCOUNT NUMBER: ---

FILE NAME =	DESIGNED - BCHAvez	REVISED -
	DRAWN - TBLANK	REVISED -
USER NAME = jreambillo	CHECKED - JREAMBILLO	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMP TRAFFIC SIGNAL CABLE PLAN - STAGES 3 & 4  
S MAIN ST AND E CRYSTAL LAKE AVE

SCALE: SHEET NO. OF SHEETS STA. TO STA.

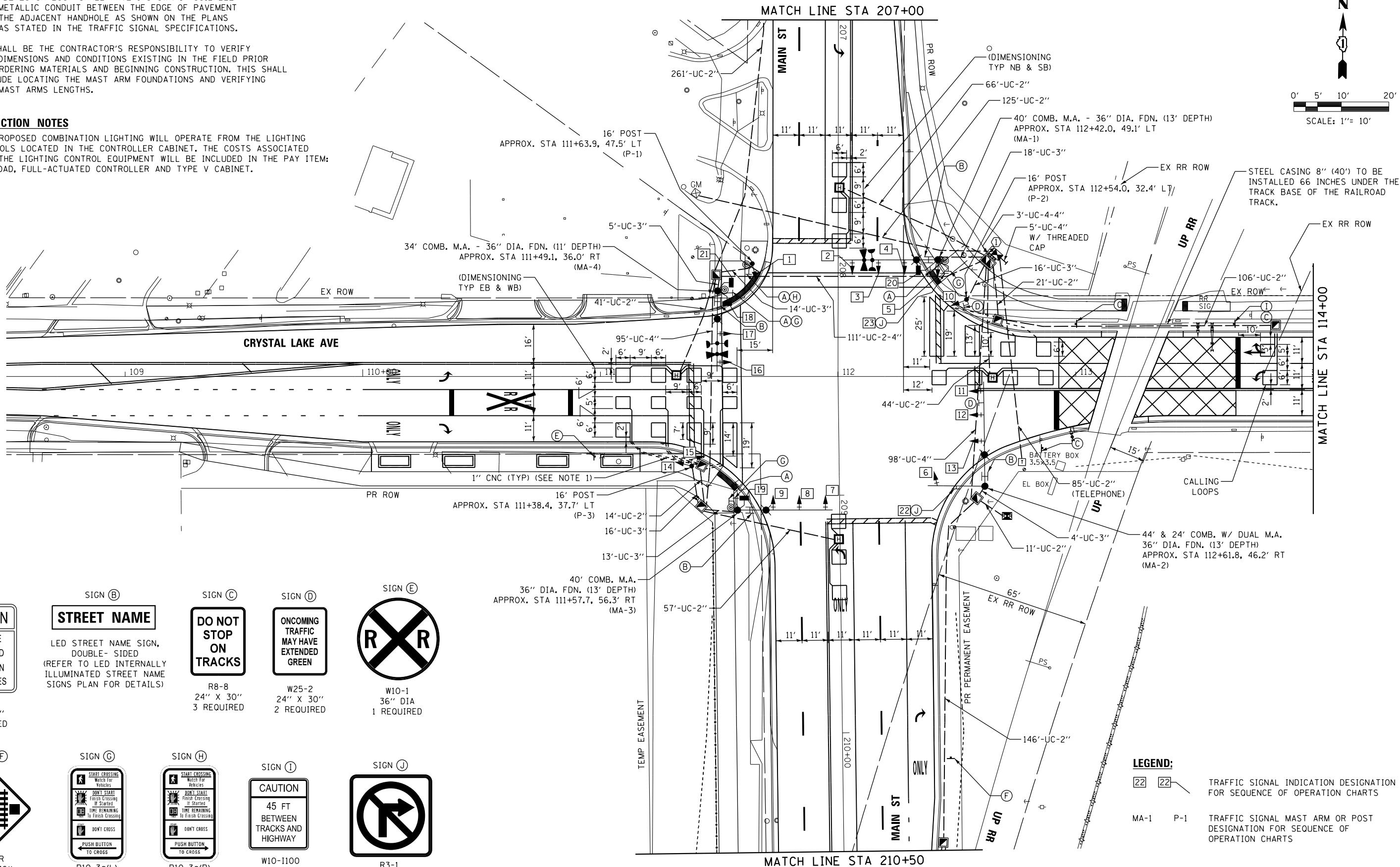
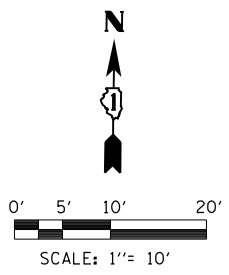
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	145
CONTRACT NO. 61F58				
ILLINOIS FED. AID PROJECT				

**NOTES:**

- EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARMS LENGTHS.

**CONSTRUCTION NOTES**

- THE PROPOSED COMBINATION LIGHTING WILL OPERATE FROM THE LIGHTING CONTROLS LOCATED IN THE CONTROLLER CABINET. THE COSTS ASSOCIATED WITH THE LIGHTING CONTROL EQUIPMENT WILL BE INCLUDED IN THE PAY ITEM: RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE V CABINET.



SIGN (A)  W10-I101 18" X 24" 4 REQUIRED	SIGN (B)  LED STREET NAME SIGN, DOUBLE-SIDED (REFER TO LED INTERNALLY ILLUMINATED STREET NAME SIGNS PLAN FOR DETAILS) R8-8 24" X 30" 3 REQUIRED	SIGN (C)  R8-8 24" X 30" 3 REQUIRED	SIGN (D)  W25-2 24" X 30" 2 REQUIRED	SIGN (E)  W10-1 36" DIA 1 REQUIRED
SIGN (F)  W10-2R 36" X 36" 1 REQUIRED	SIGN (G)  R10-3e(L) 9" X 15" 3 REQUIRED	SIGN (H)  R10-3e(R) 9" X 15" 1 REQUIRED	SIGN (I)  W10-I100 30" X 36" 1 REQUIRED	SIGN (J)  R3-1 36" X 36" LED ILLUMINATED BLANK-OUT 2 REQUIRED

**LEGEND:**

22 22 TRAFFIC SIGNAL INDICATION DESIGNATION FOR SEQUENCE OF OPERATION CHARTS

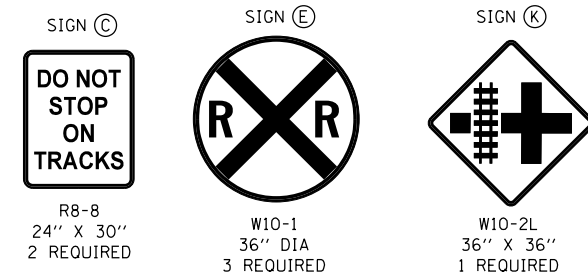
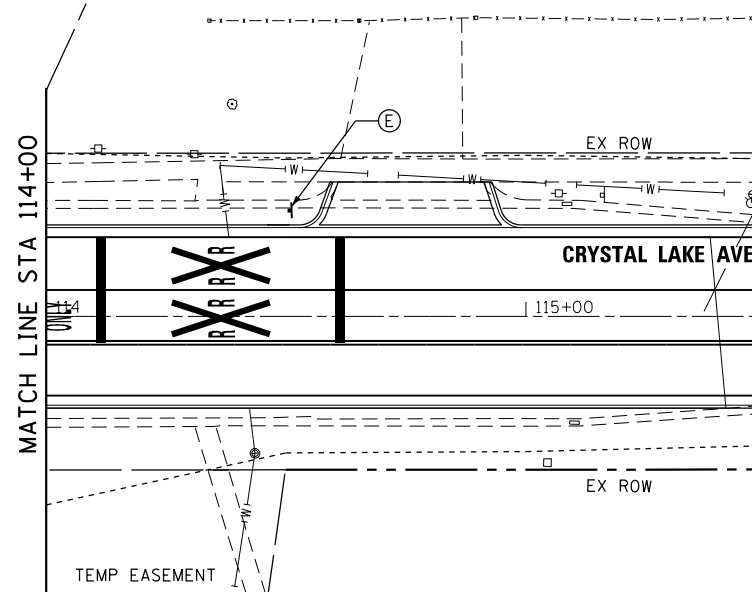
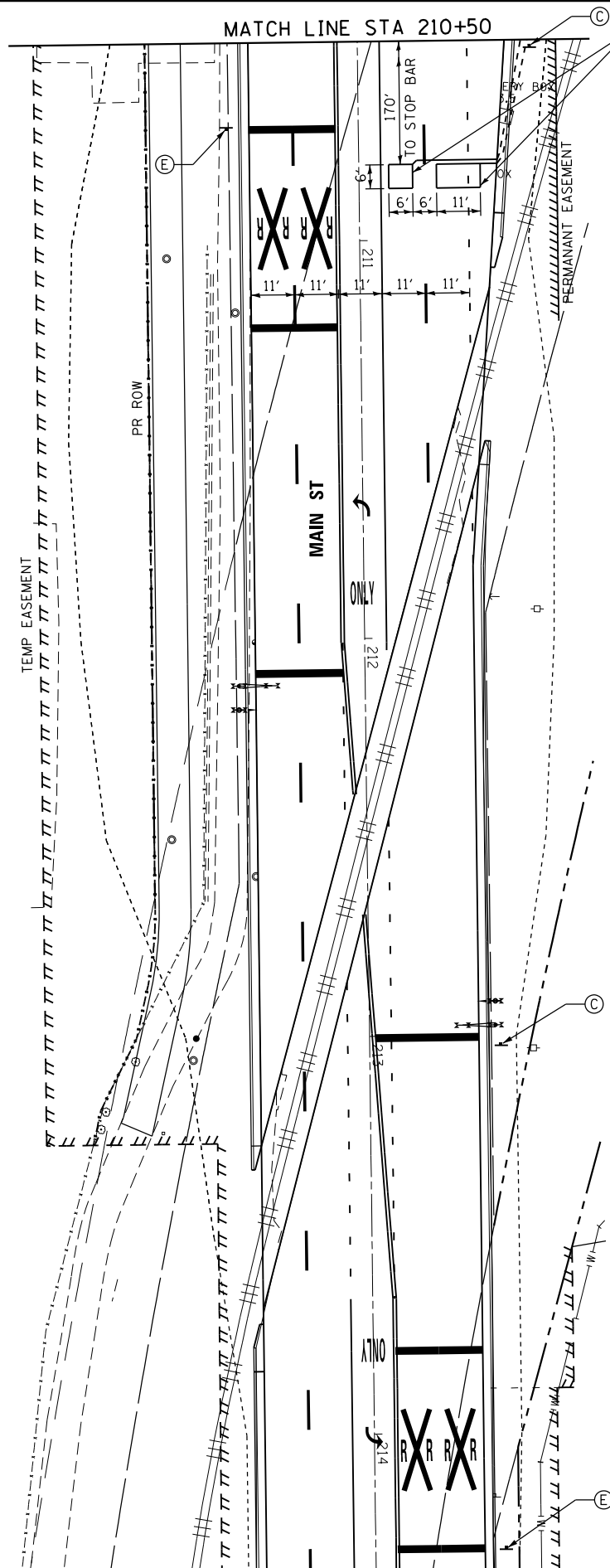
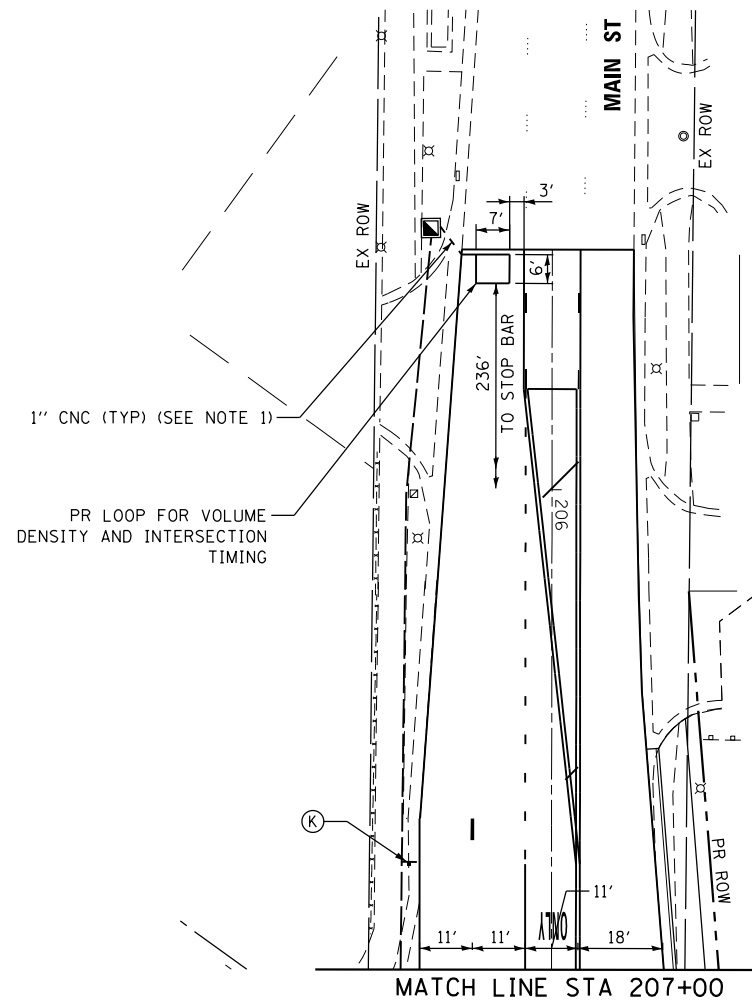
MA-1 P-1 TRAFFIC SIGNAL MAST ARM OR POST DESIGNATION FOR SEQUENCE OF OPERATION CHARTS

FILE NAME =	DESIGNED - BCHAPEZ	REVISED -	 Alfred Benesch & Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 1 OF 2) S MAIN ST AND E CRYSTAL LAKE AVE</b>			F.A.U. R.T.E. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 146	
USER NAME = dlevn	CHECKED - JREAMBILLO	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 61F58					
PLOT DATE = 6/13/2019	DATE = 5/28/2019	REVISED -			ILLINOIS FED. AID PROJECT								

10214-sh1-ts-19.dgn  
41325

**NOTES:**

1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARMS LENGTHS.



FILE NAME =	DESIGNED - BCHAVEZ	REVISED -
USER NAME = jreambillo	CHECKED - JREAMBILLO	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -

**benesch**  
 Allied Benesch & Company  
 35 West Wacker Drive, Suite 3300  
 Chicago, Illinois 60601  
 312-565-0450 Job No. 10214

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 2 OF 2)  
 S MAIN ST AND E CRYSTAL LAKE AVE**

F.A.U. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 147
SCALE:				CONTRACT NO. 61F58
SHEET NO. OF SHEETS		STA. TO STA.		ILLINOIS FED. AID PROJECT

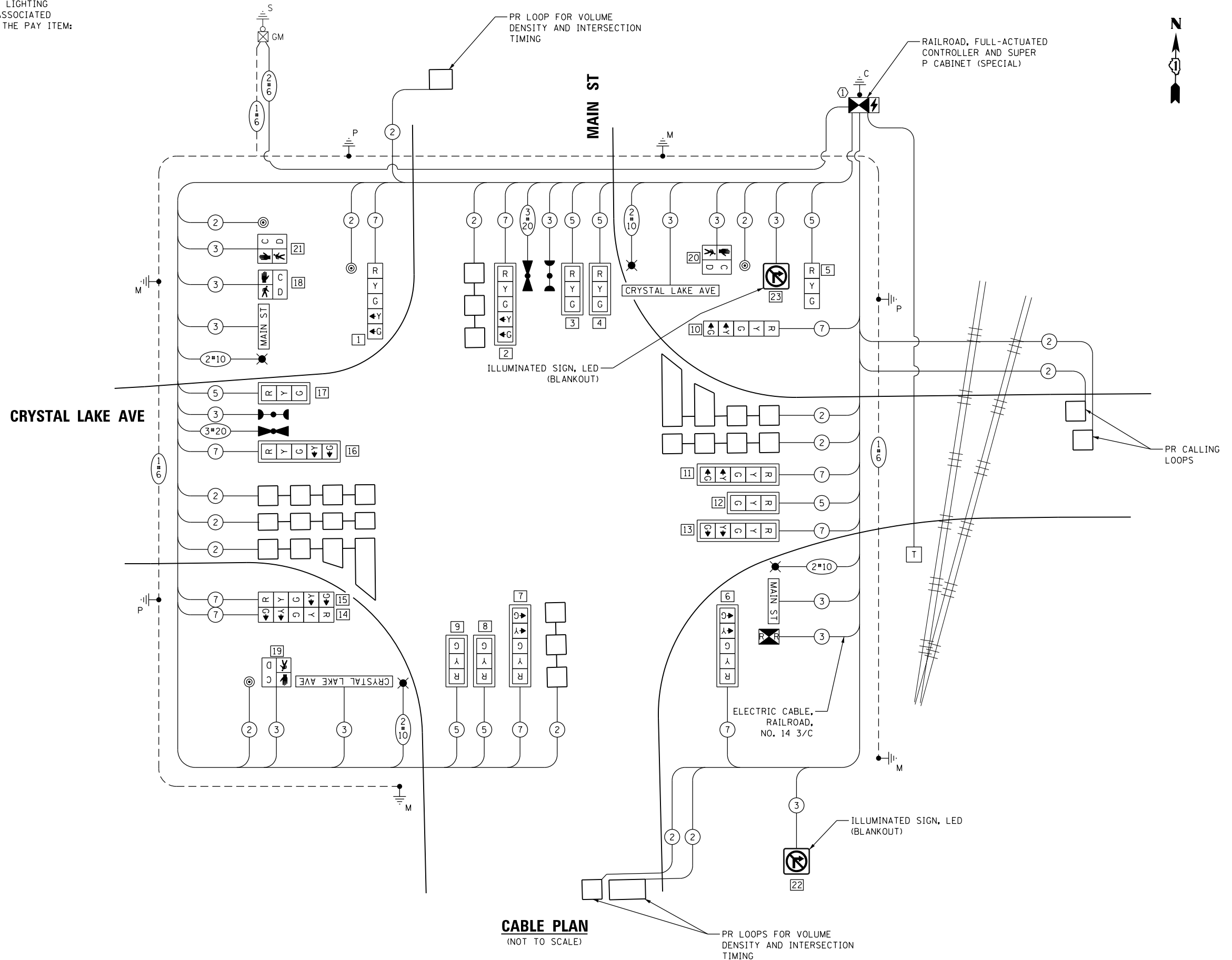
10214-sh1-ts-20.dgn  
 41325

**CONSTRUCTION NOTES**

① THE PROPOSED COMBINATION LIGHTING WILL OPERATE FROM THE LIGHTING CONTROLS LOCATED IN THE CONTROLLER CABINET. THE COSTS ASSOCIATED WITH THE LIGHTING CONTROL EQUIPMENT WILL BE INCLUDED IN THE PAY ITEM: RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE V CABINET.

**LEGEND:**

- ②② TRAFFIC SIGNAL INDICATION DESIGNATION FOR SEQUENCE OF OPERATION CHARTS
- MA-1 P-1 TRAFFIC SIGNAL MAST ARM OR POST DESIGNATION FOR SEQUENCE OF OPERATION CHARTS



**CABLE PLAN**  
(NOT TO SCALE)

**TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS**

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	17	11	50	93.5
(YELLOW)	17	20	5	17.0
(GREEN)	17	12	45	91.8
PERMISSIVE ARROW	20	10	10	20.0
PED. SIGNAL	4	20	100	80.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	2	25	5	2.5
FLASHER	-	-	50	-
STREET NAME SIGN	4	120	50	240.0
LUMINAIRE	4	400	50	800.0
<b>TOTAL =</b>				<b>1469.8</b>

ENERGY COSTS TO:

CITY OF CRYSTAL LAKE  
100 W WOODSTOCK ST  
CRYSTAL LAKE, IL 60014

ENERGY SUPPLY: CONTACT: COMED REPRESENTATIVE  
PHONE: (630) 985-4043  
COMPANY: COMMONWEALTH EDISON  
ACCOUNT NUMBER: ---

FILE NAME =	DESIGNED - BCHAVEZ	REVISED -
	DRAWN -	REVISED -
USER NAME = jreambillo	CHECKED - JREAMBILLO	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED - 2012/11/30



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**CABLE PLAN, PHASE DESIGNATION DIAGRAM AND EMERGENCY VEHICLE PREEMPTION SEQUENCE S MAIN ST AND E CRYSTAL LAKE AVE**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	148
			CONTRACT NO. 61F58	
ILLINOIS FED. AID PROJECT				



**NORMAL SEQUENCE OF OPERATION**


MOVEMENT	FLASH																									
	1+5				1+6		2+5		2+6		3+7				3+8				4+7		4+8					
PHASE	1	2A	2B	2C	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17C	18	19	20A	21	22	23	24
INTERVAL																										
CHANGE TO		1+6	2+5	2+6	θ	θ	2+6	2+6				3+7 3+8 4+7 4+8	1+5 1+6 2+5 2+6 4+8		3+8 4+7		θ	θ	1+5 1+6 2+5 2+6	4+8		1+5 1+6 2+5 2+6	4+8		1+5 1+6 2+5 2+6	
P1 & MA-1 NB VEHICULAR SIGNAL INDICATIONS: 1 & 2	R <-G	R <-Y	R <-G	R <-Y	R	R	R	G <-G	G <-Y	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R
MA-1 NB VEHICULAR SIGNAL INDICATIONS: 3, 4, & 5	R	R	R	R	R	R	R	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R
MA-2 SB VEHICULAR SIGNAL INDICATIONS: 6 & 7	R <-G	R <-G	R <-Y	R <-Y	G <-G	G <-Y	G <-Y	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R
MA-3 SB VEHICULAR SIGNAL INDICATIONS: 8 & 9	R	R	R	R	G	G	G	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R
P2 & MA-2 EB VEHICULAR SIGNAL INDICATIONS: 10 & 11	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G <-G	Y	G <-Y	G	G	Y
MA-2 EB VEHICULAR SIGNAL INDICATION: 12	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	G	G	Y
P3 & MA-2 EB VEHICULAR SIGNAL INDICATIONS: 13 & 14	R G-->	R Y-->	R G-->	R Y-->	R	R	R	R G-->	R Y-->	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	G	G	Y
P3 & MA-4 WB VEHICULAR SIGNAL INDICATIONS: 15 & 16	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G <-G	G <-Y	Y	G <-Y	R	R	R	G	G	Y
MA-4 WB VEHICULAR SIGNAL INDICATION: 17	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	G	R	R	R	G	G	Y
MA-3 & MA-4 N-S PEDESTRIAN SIGNAL INDICATIONS: 18 & 19	H	H	H	H	*P	**FH	H	H	H	*P	**FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
MA-1 & MA-4 E-W PEDESTRIAN SIGNAL INDICATIONS: 20 & 21	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	*P	**FH	H	H	H	H	H	*P	**FH	H

**LEGEND**

- \* TO APPEAR ONLY UPON PUSH BUTTON ACTUATION
- \*\* FLASHING DON'T WALK IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE
- θ THIS WALK OR FLASHING DON'T WALK INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE THE WALK OR FLASHING DON'T WALK INTERVALS
- P ILLUMINATED PERSON (WALK)
- FH ILLUMINATED FLASHING HAND (FLASHING DON'T WALK)
- H ILLUMINATED SOLID HAND (DON'T WALK)

**NOTE**

1. PHASE 2 + 6 SHALL BE PLACED ON RECALL.

FILE NAME =	DESIGNED - BCHAVERZ	REVISED -	 Alfred Benesch & Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-965-0450 Job No. 10214	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>NORMAL SEQUENCE OF OPERATION AND</b> <b>RAILROAD PREEMPTION SEQUENCE OF OPERATION</b> <b>S MAIN ST AND E CRYSTAL LAKE AVE</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = jreambillo	CHECKED -	REVISED -				116/124	12-00116-00-CH	MCHENRY	208	149
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -				CONTRACT NO. 61F58		ILLINOIS FED. AID PROJECT		
SCALE:						SHEET NO. OF SHEETS		STA. TO STA.		

**EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION**



CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1			3			3			6			6			8			8			11			11			15			15			19			19			22			22			PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	CLEAR TO NORMAL SEQUENCE											
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB	1CC	1DD	1EE	1FF	1GG	1HH	1JJ	1KK	1LL	1MM	1NN	1PP	1QQ	2	3																		
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	1C	2 OR 3	1E	2	1G	1H	3	1K	1L	2	1N	1P	3	1R	1S	2	1U	1V	3	1X	1Y	2	1AA	3	1CC	1DD	2	1FF	3	1HH	1JJ	2	1LL	3	1NN	1PP	2	3																				
P1 & MA-1 NB VEHICULAR SIGNAL INDICATIONS: 1 & 2	R <-G	R <-Y	R	R	R	R	R	R	G <-G	G <-Y	G	G <-G	Y	R	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇													
MA-1 NB VEHICULAR SIGNAL INDICATIONS: 3, 4, & 5	R	R	R	R	R	R	R	R	G	G	G	G	Y	R	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇									
MA-2 SB VEHICULAR SIGNAL INDICATIONS: 6 & 7	R <-G	R <-Y	R	G <-G	G <-Y	G <-G	Y	R	R	R	R	R	R	R	G	Y	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇								
MA-3 SB VEHICULAR SIGNAL INDICATIONS: 8 & 9	R	R	R	G	G	G	Y	R	R	R	R	R	R	R	G	Y	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇								
P2 & MA-2 EB VEHICULAR SIGNAL INDICATIONS: 10 & 11	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇							
MA-2 EB VEHICULAR SIGNAL INDICATION: 12	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇					
P3 & MA-2 EB VEHICULAR SIGNAL INDICATIONS: 13 & 14	R G-->	R Y-->	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇				
P3 & MA-4 WB VEHICULAR SIGNAL INDICATIONS: 15 & 16	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇		
MA-4 WB VEHICULAR SIGNAL INDICATION: 17	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇	
MA-3 & MA-4 N-S PEDESTRIAN SIGNAL INDICATIONS: 18 & 19	H	H	H	FH	H	FH	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◇	
MA-1 & MA-4 E-W PEDESTRIAN SIGNAL INDICATIONS: 20 & 21	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◇

**LEGEND**

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY VEHICLE INTERVAL 2 OR 3 IS TERMINATED.

### RAILROAD PREEMPTION SEQUENCE OF OPERATION

	PREEMPTOR NUMBER																							
	PREEMPTOR NUMBER 3											PREEMPTOR NUMBER 4						PREEMPTOR NUMBER 2						
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	3	6	8	11	15	19	22																
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER																								
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	2	3	4	5	CLEAR TO NORMAL SEQUENCE	
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	2	1E	2	1G	2	1J	2	2	1M	2	1Q	2	1R	2	1T	2	3	4	5			
P1 & MA-1 NB VEHICULAR SIGNAL INDICATIONS: 1 & 2	R ←- Y	R	R	Y	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G ←- G	Δ	
MA-1 NB VEHICULAR SIGNAL INDICATIONS: 3, 4, & 5	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	Δ	
MA-2 SB VEHICULAR SIGNAL INDICATIONS: 6 & 7	R ←- Y	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Δ	
MA-3 SB VEHICULAR SIGNAL INDICATIONS: 8 & 9	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Δ	
P2 & MA-2 EB VEHICULAR SIGNAL INDICATIONS: 10 & 11	R	R	R	R	R	R	R	R	R ←- Y	R	R	Y	R	Y	R	R	Y	R	R	R	R	R	Δ	
MA-2 EB VEHICULAR SIGNAL INDICATION: 12	R	R	R	R	R	R	R	R	R	R	Y	R	Y	R	R	R	Y	R	R	R	R	R	Δ	
P3 & MA-2 EB VEHICULAR SIGNAL INDICATIONS: 13 & 14	R Y-->	R	R	R Y-->	R	R	R	R	R	R	Y	R	Y	R	R	R	Y	R	R	R	R	R	Δ	
P3 & MA-4 WB VEHICULAR SIGNAL INDICATIONS: 15 & 16	R	R	R	R	R	R	R	R	R ←- G	R ←- G	G ←- G	R	R	G	G	R	R	G	G	G ←- G	Y	R	R	Δ
MA-4 WB VEHICULAR SIGNAL INDICATION: 17	R	R	R	R	R	R	R	R	R	G	R	R	G	G	R	R	G	G	G	Y	R	R	Δ	
MA-3 & MA-4 N-S PEDESTRIAN SIGNAL INDICATIONS: 18 & 19	H	FH	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	Δ	
MA-1 & MA-4 E-W PEDESTRIAN SIGNAL INDICATIONS: 20 & 21	H	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	Δ	
MA-1 & MA-2 NO RIGHT TURN, BLANKOUT SIGNS: 22 & 23	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	Δ	

HOLD

### LEGEND

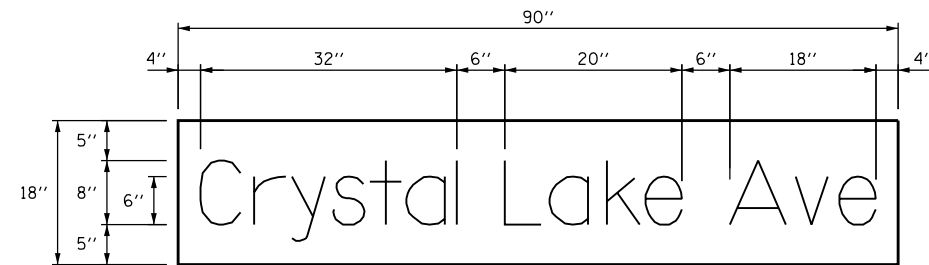
Δ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

### SCHEDULE OF QUANTITIES

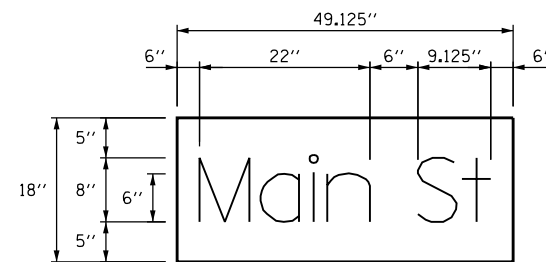
ITEM DESCRIPTION	UNITS	TOTAL QTY
SIGN PANEL - TYPE 1	SQ FT	105
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	953
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	86
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	321
HANDHOLE	EACH	8
HEAVY-DUTY HANDHOLE	EACH	4
DOUBLE HANDHOLE	EACH	1
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	831
PAINT NEW TRAFFIC SIGNAL POST	EACH	3
PAINT NEW COMBINATION MAST ARM AND POLE, UNDER 40 FOOT	EACH	1
PAINT NEW COMBINATION MAST ARM AND POLE, 40 FOOT AND OVER	EACH	3
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	618
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,139
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,341
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,895
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2,453
ELECTRIC CABLE IN CONDUIT, RAILROAD, NO. 14 3C	FOOT	146
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	133
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	552
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	3
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 34 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 40 FT.	EACH	2
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 44 FT. AND 2	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	12
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	50
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	6
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	6
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	13
INDUCTIVE LOOP DETECTOR	EACH	12
DETECTOR LOOP, TYPE I	FOOT	1,109
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	4
ILLUMINATED SIGN, LED	EACH	2
REMOVE TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
MODIFY EXISTING SERVICE INSTALLATION	EACH	1
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	268
LED INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	4
RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	1
LUMINAIRE, LED, HORIZONTAL MOUNT, TYPE B	EACH	4
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
MAINTENANCE OF EXISTING TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
MODIFY TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
CABLE, SPECIAL	FOOT	683
RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1
STEEL CASINGS 8"	FOOT	40
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

\* ESTIMATED AMOUNT BASED ON UP RR PLANS.

\*\* 106 FT ESTIMATED AMOUNT BASED ON UP RR PLANS.



DESIGN SERIES	QUANTITY REQUIRED
D	2

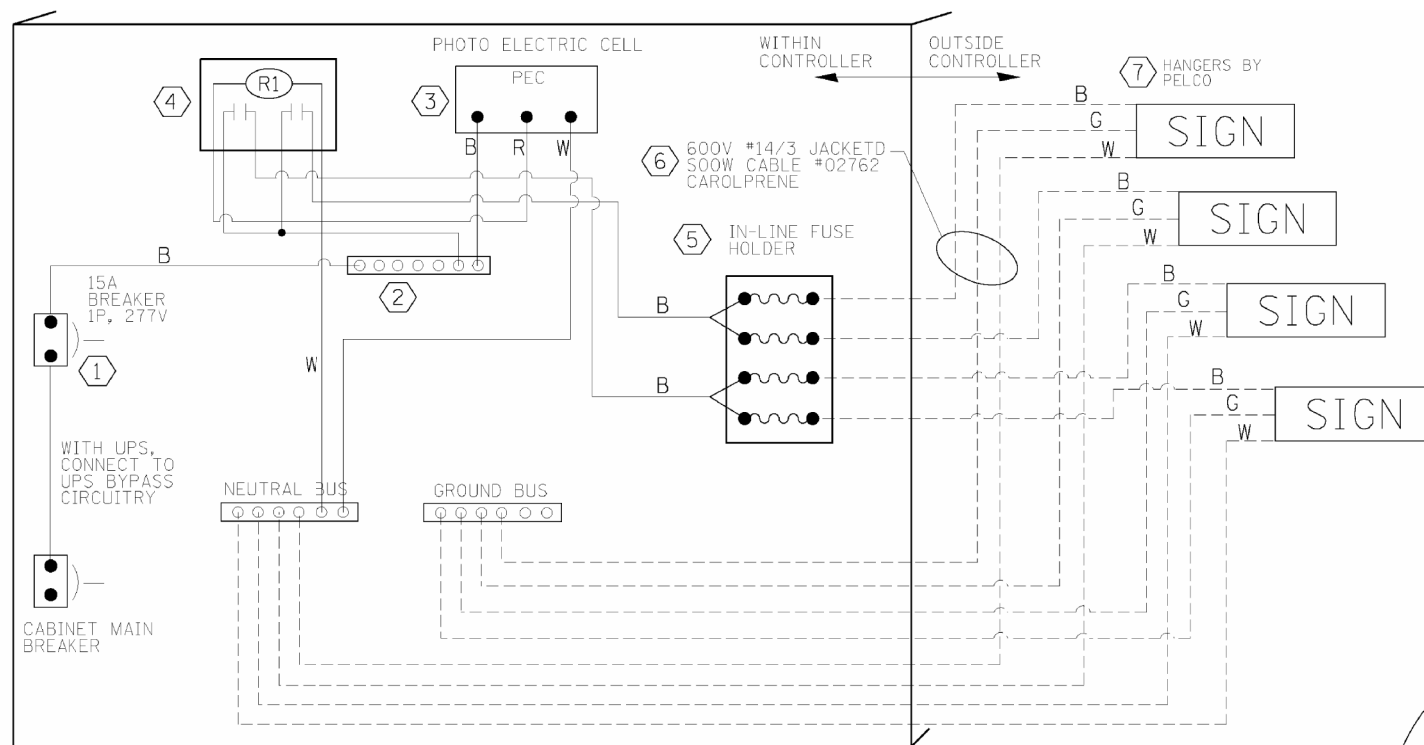


DESIGN SERIES	QUANTITY REQUIRED
D	2

#### NOTES

- FOR ADDITIONAL LETTER DESIGN AND SPACING INFORMATION SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGN DETAIL.
- ALL LED INTERNALLY ILLUMINATED STREET NAME SIGNS SHALL BE DUAL SIDED.
- FOR ADDITIONAL WIRING AND INSTALLATION INFORMATION SEE DISTRICT ONE LIGHTED STREET NAME SIGN MAST DETAILS.

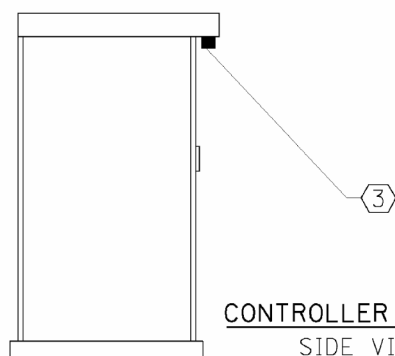
FILE NAME =	DESIGNED - BCHAVEZ	REVISED -	 <small>Alfred Benesch &amp; Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214</small>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LED INTERNALLY ILLUMINATED STREET NAME SIGNS AND SCHEDULE OF QUANTITIES S MAIN ST AND E CRYSTAL LAKE AVE</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = jreambillo	CHECKED - JREAMBILLO	REVISED -				116/124	12-00116-00-CH	MCHENRY	208	152
PLOT DATE = 5/29/2019	DATE - 5/28/2019	REVISED -				CONTRACT NO. 61F58				
SCALE:						SHEET NO. OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT		



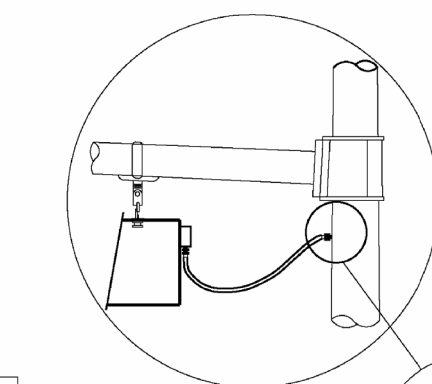
LED SIGN WIRING DETAIL

BILL OF MATERIALS

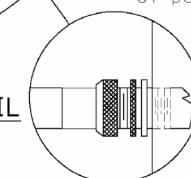
DESCRIPTION	MANUFACTURER	MODEL	NOTES
① CIRCUIT BREAKER		15 AMPERE	Molded case, Thermal Mag. min. R.I. of 14K R.M.S. symmetrical ampere at 277V.
② TERMINAL BLOCK	MARATHON	1502 DJSV	
③ PHOTO ELECTRIC CONTROL	FISHER PIERCE	B124-1.5-07762	
④ CONTROL RELAY	SQUARE D	8501X020V02	BOLT ON W/SCREW TERMINAL
⑤ INLINE FUSE HOLDER WITH 5 AMP FUSE	BUSSMAN	S-8000 BK/S-8-3-4-R	
⑥ ELECTRIC CABLE, NO. 14, 3/C (BLACK, WHITE, GREEN)	CAROLPRENE/SOOW	02762	
⑦ SIGN MOUNTING HARDWARE	PELCO	Pendant (SE-5015) Direct mount (AB-0104-L-SP) Additional sign stiffeners may be required for direct mounted signs.	S.S. HARDWARE



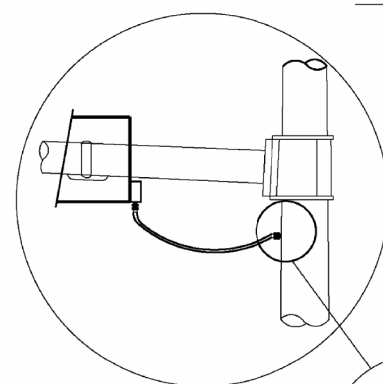
CONTROLLER CABINET SIDE VIEW



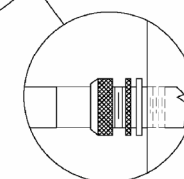
L.E.D. SIGN ENLARGED CABLE CONNECTOR DETAIL FOR PENDANT MOUNT



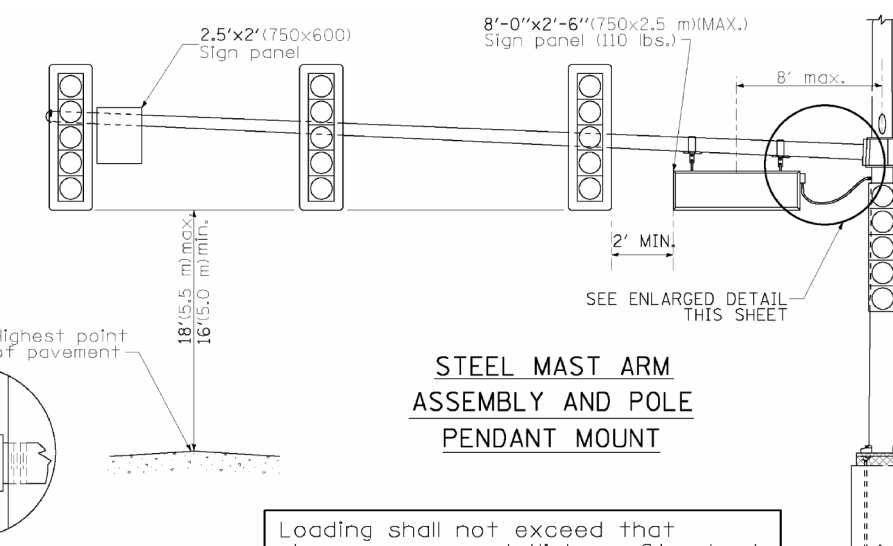
L.E.D. SIGN ENLARGED CABLE CONNECTOR DETAIL



L.E.D. SIGN ENLARGED CABLE CONNECTOR DETAIL FOR DIRECT MOUNT

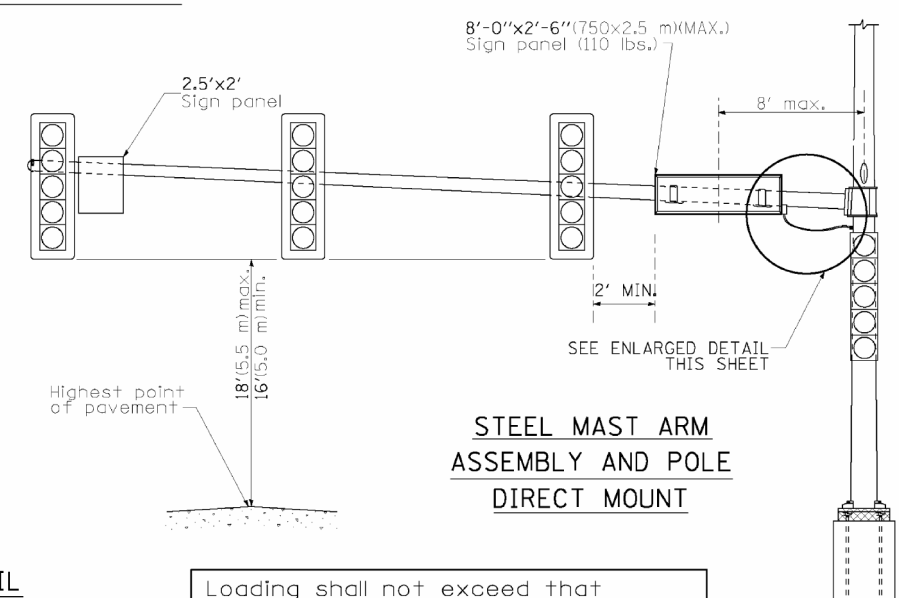


L.E.D. SIGN ENLARGED CABLE CONNECTOR DETAIL



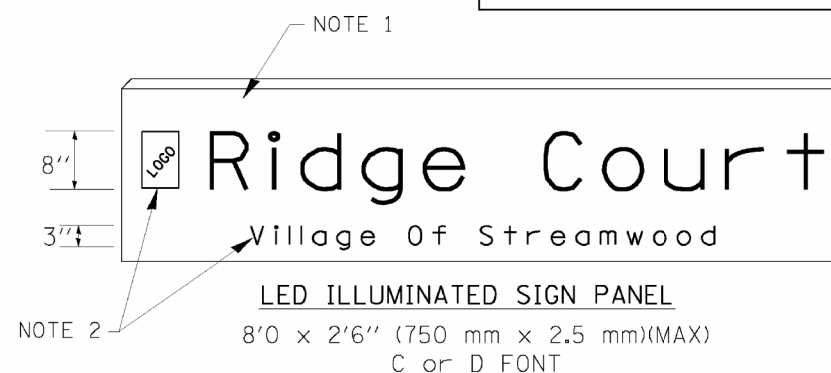
STEEL MAST ARM ASSEMBLY AND POLE PENDANT MOUNT

Loading shall not exceed that shown on current Highway Standard.



STEEL MAST ARM ASSEMBLY AND POLE DIRECT MOUNT

Loading shall not exceed that shown on current Highway Standard.



LED ILLUMINATED SIGN PANEL

8'0 x 2'6" (750 mm x 2.5 mm)(MAX)  
C or D FONT

NOTES:

- SIGNS SHALL BE SINGLE SIDED FOR DIRECT MOUNT AND DOUBLE SIDED FOR PENDANT MOUNT.
- CERTAIN ADDITIONAL INFORMATION MAY BE ALLOWED ON THE SIGN. VERIFY WITH ENGINEER.
- SIGNS SHALL NOT BE ENERGIZED WHEN TRAFFIC SIGNALS ARE POWERED BY THE UPS. THE SIGNS SHALL BE CONNECTED TO THE UPS BYPASS CIRCUITRY.
- ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED:  
R = RED      BL = BLUE      W = WHITE  
B = BLACK      Y = YELLOW      G = GREEN
- ALL 120 VOLT SYSTEM AND ALL CONTROL WIRING SHALL BE #14AWG STRANDED UNLESS OTHERWISE INDICATED.
- ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

FILE NAME =	DESIGNED - BCHAvez	REVISED -
	DRAWN -	REVISED -
USER NAME = jreambillo	CHECKED -	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
ILLUMINATED STREET NAME SIGNS

F.A.U. RT. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 153
SCALE:			CONTRACT NO. 61F58	
SHEET NO. OF SHEETS		ILLINOIS FED. AID PROJECT		

**EXISTING EQUIPMENT TO BE REMOVED LEGEND**

- EXISTING SIGNAL HEAD TO BE REMOVED
- EXISTING SIGNAL HEAD WITH BACKPLATE TO BE REMOVED
- EXISTING SERVICE INSTALLATION TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED
- EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- EXISTING HAND-HOLE TO BE REMOVED
- EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- EXISTING PEDESTRIAN PUSHBUTTON TO BE REMOVED
- EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED
- CONFIRMATION BEACON TO BE REMOVED
- EXISTING HEAVY-DUTY HAND-HOLE TO BE REMOVED
- EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED
- EXISTING STEEL COMB. MAST ARM POLE AND FOUNDATION TO BE REMOVED

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR. THE CONTRACTOR SHALL REMAIN THE PROPERTY OF THE CITY AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE CITY'S PUBLIC WORKS FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

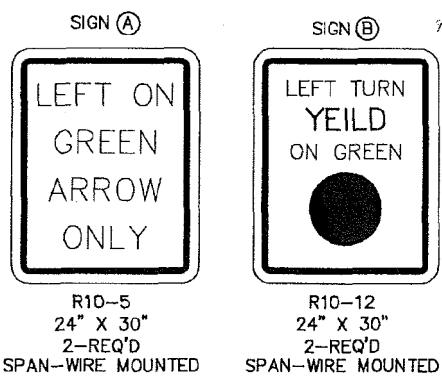
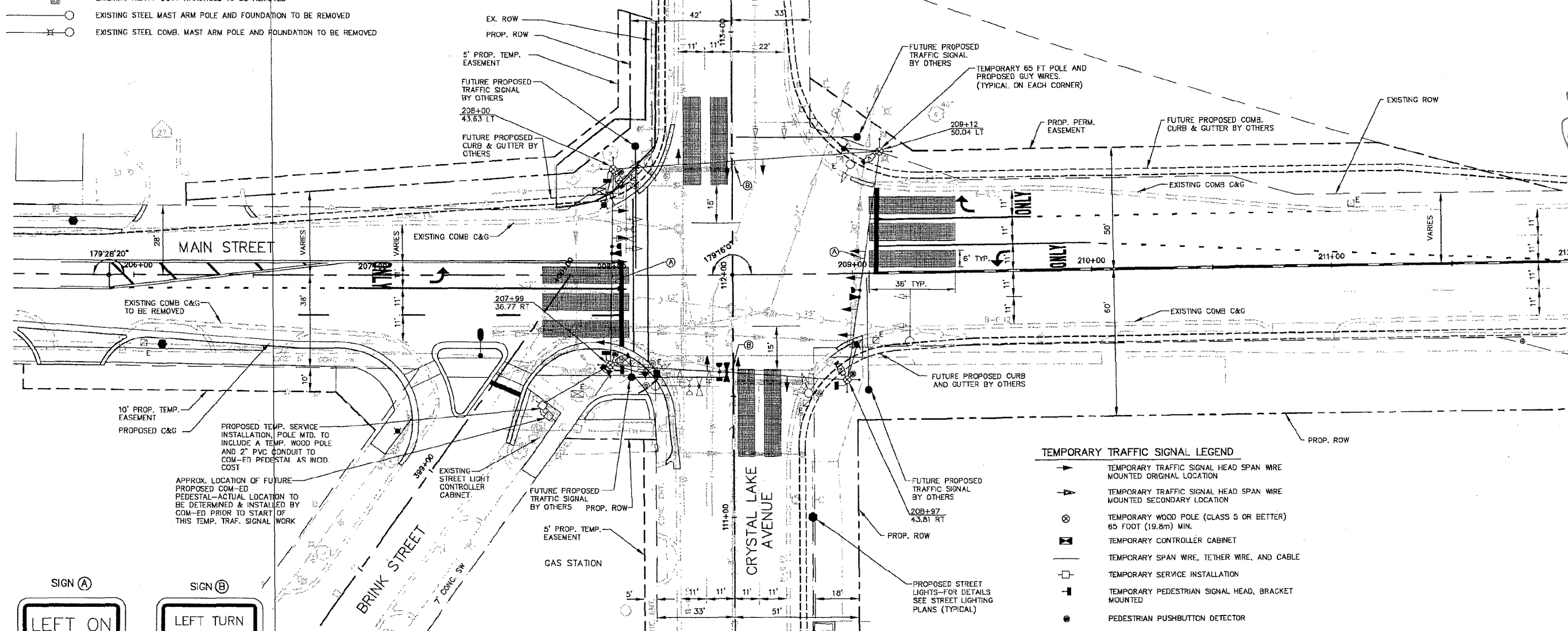
- 1 EACH CONTROLLER AND CABINET COMPLETE
- 1 EACH EMERGENCY VEHICLE DETECTOR AMPLIFIER
- 2 EACH EMERGENCY VEHICLE LIGHT DETECTOR & CONFIRMATION BEACONS
- 4 EACH PEDESTRIAN SIGNAL HEAD
- 4 EACH PEDESTRIAN PUSHBUTTON
- 4 EACH TRAFFIC SIGNAL POST
- 2 EACH STL. COMB. MAST ARM ASSEMBLY & POLE, 22 FT
- 1 EACH STL. COMB. MAST ARM ASSEMBLY & POLE, 24 FT
- 1 EACH STL. COMB. MAST ARM ASSEMBLY & POLE, 28 FT
- 10 EACH SIGNAL HEAD, 1 FACE, 3 SECTION
- 2 EACH SIGNAL HEAD, 1 FACE, 5 SECTION

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE

- 1 EACH SERVICE INSTALLATION

	Hampton	Civil Engineers	CITY OF CRYSTAL LAKE	Total	Sheet
	Lenzini and	Structural Engineers	CRD - TIF 2008	57	31
	Renwick, Inc.	Land Surveyors	TEMPORARY TRAFFIC SIGNAL PLAN		

CRYSTAL LAKE POLE / MAIN ST



**FOR INFORMATION ONLY**

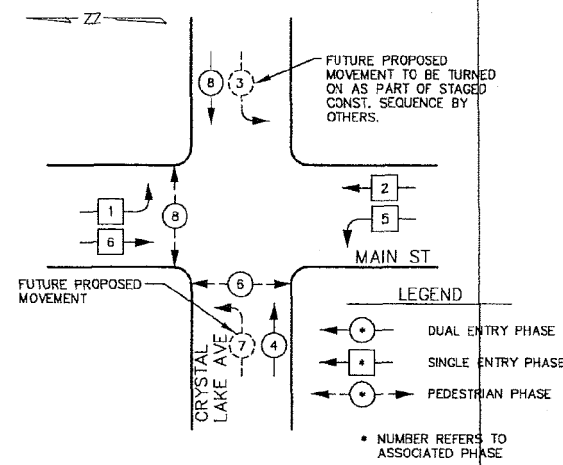
**POSTED SPEED LIMIT**  
MAIN STREET 35 M.P.H.  
CRYSTAL LAKE AVENUE 35 M.P.H.

**TEMPORARY TRAFFIC SIGNAL LEGEND**

- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 65 FOOT (19.8m) MIN.
- TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- PEDESTRIAN PUSHBUTTON DETECTOR
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- TEMPORARY MACHINE VISION PROCESSOR
- VIDEO DETECTION ZONE
- COMMON TRENCH
- UNIT DUCT
- G.S. CONDUIT IN TRENCH OR PUSHED
- 400W HPS LUMINAIRE

ILLINOIS DEPARTMENT OF TRANSPORTATION	
TEMP. TRAFFIC SIGNAL INSTALLATION (SPECIAL)	
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	
<b>MAIN STREET AT CRYSTAL LAKE AVENUE</b>	
NAME	DATE
REVISIONS	SCALE:
	DATE: FEB. 18TH 2008
	DRAWN BY: _____
	CHECKED BY: _____

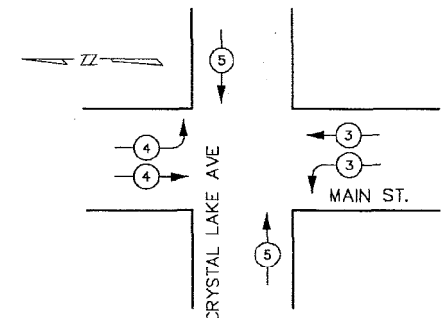
**PROPOSED TEMPORARY TRAFFIC SIGNAL CONTROLLER SEQUENCE**



**PHASE DESIGNATION DIAGRAM**

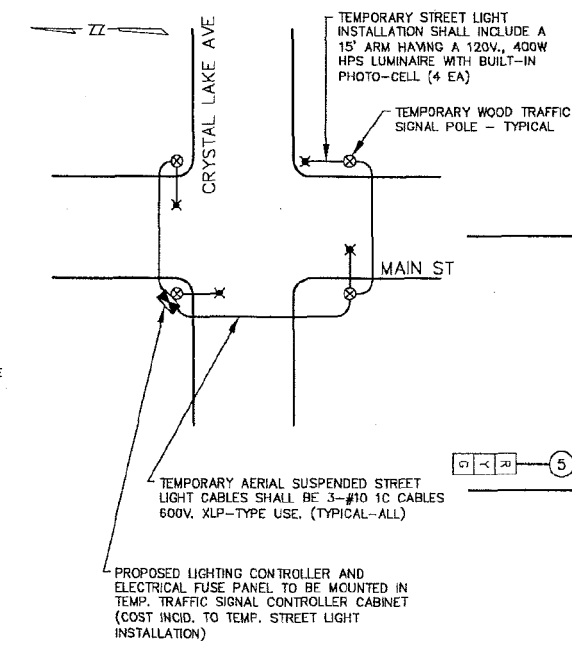
OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
C	= 6	+ 8

**PROPOSED TEMPORARY TRAFFIC SIGNAL EMERGENCY VEHICLE PREEMPTION SEQUENCE**



EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	←	→	↑↓

**PROPOSED TEMPORARY STREET LIGHTING CABLE PLAN**

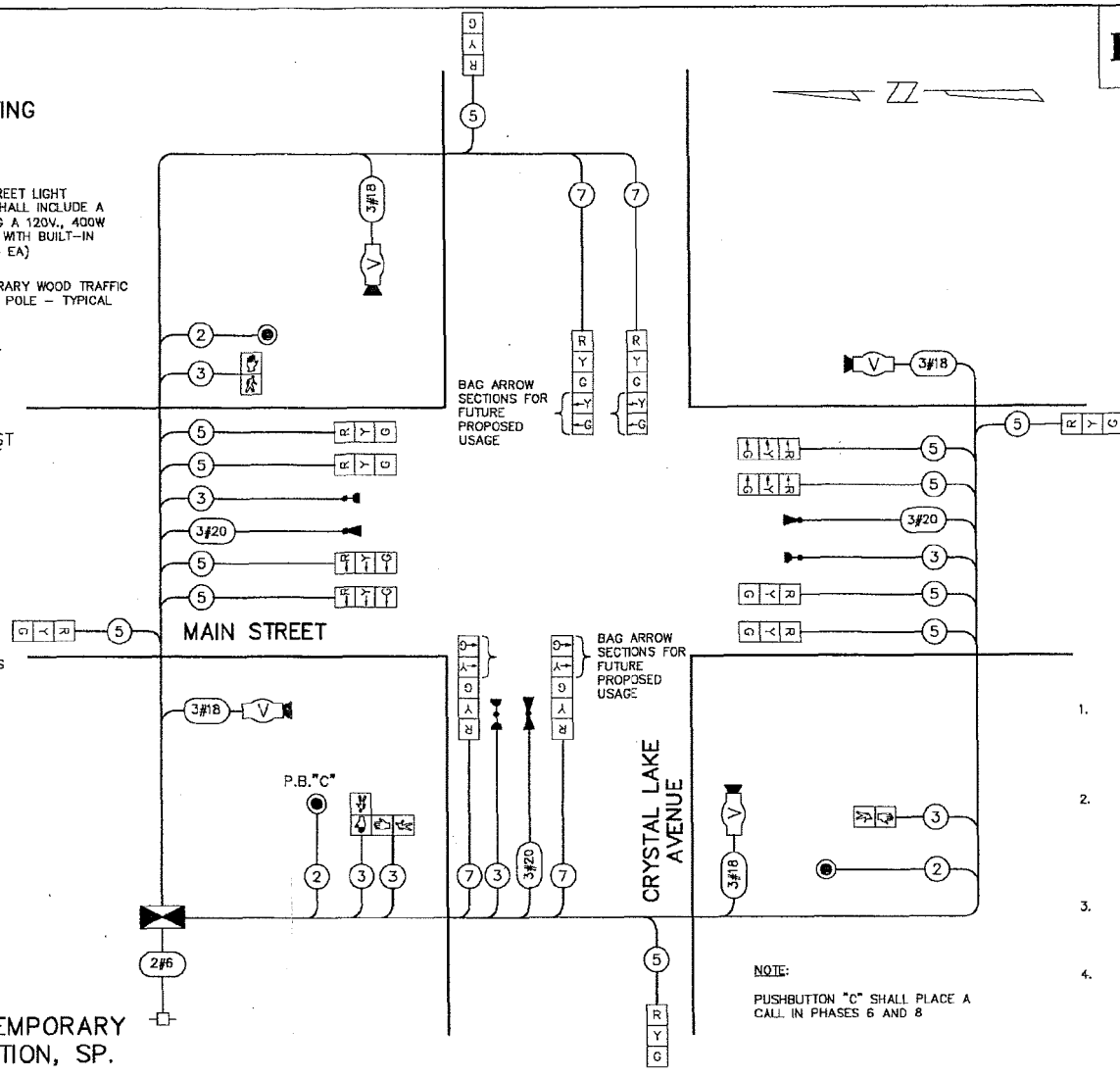


**BILL OF MATERIALS FOR TEMPORARY TRAFFIC SIGNAL INSTALLATION, SP.**

APPROX. QUAN.	DESCRIPTION
4 EA	SIGN PANEL (24" X 30") TYPE I
4 EA	TEMPORARY WOOD POLE, 65 FOOT, CLASS 5 WITH GUY WIRES
1 EA	FULL-ACTUATED CONTROLLER AND, TEMPORARY TYPE IV CABINET
470 FT	SPAN WIRE, TEATHER WIRE & CABLE
300 FT	ELECTRIC CABLE AERIAL, SIGNAL, NO. 14 2C
710 FT	ELECTRIC CABLE AERIAL, SIGNAL, NO. 14 3C
1425 FT	ELECTRIC CABLE AERIAL, SIGNAL, NO. 14 5C
470 FT	ELECTRIC CABLE AERIAL, SIGNAL, NO. 14 7C
2000 FT	ELECTRIC CABLE AERIAL, COMMUNICATION, NO. 18, 3 PAIR
310 FT	ELECTRIC CABLE AERIAL, NO. 20 3/C
75 FT	ELECTRIC CABLE AERIAL, SERVICE, NO. 6 2C
14 EA	SIGNAL HEAD, L.E.D. 1-FACE, 3-SECTION, SPAN WIRE MOUNTED
4 EA	SIGNAL HEAD, L.E.D. 1-FACE, 5-SECTION, SPAN WIRE MOUNTED
3 EA	PEDESTRIAN PUSH-BUTTON
2 EA	PEDESTRIAN COUNTDOWN SIGNAL HEAD, L.E.D. 1-FACE, BRACKET MOUNTED
1 EA	PEDESTRIAN COUNTDOWN SIGNAL HEAD, L.E.D. 2-FACE, BRACKET MOUNTED
3 EA	EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT
1 EA	EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT
1 L	SUM VIDEO DETECTION SYSTEM COMPLETE INTERSECTION
1 EA	SERVICE INSTALLATION, POLE MOUNTED (INCL. WOOD POLE AND CONDUIT RUN TO COM-ED PEDESTAL)

DESCRIPTION (DEPTH)	FT. (ft)	CABLE SLACK	FT. (ft)	VERTICAL CABLE	FT. (ft)
TYPE-A-POST	4 (1.2)	HANDHOLE	0.5 (2.0)	ALL FOUNDATIONS	3.5 (11.0)
D-DCONTROLLER	4 (1.2)	EXCISE HANDHOLE	1.5 (4.0)		274 (8.4)
E-M ARM POLE		SIGNAL POST	2 (1.0)	HAST ARM (3) POLE	(2)(11.0)(3)
<30 MA 3P 0A	10 (3.0)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
<47 MA 3P 0A	15.87 (4.1)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
<47 MA 3P 0A	11 (3.4)	ELECTRIC SERVICE	1 (0.5)	ELECTRIC SERVICE	13.5 (4.1)
<47 MA 3P 0A	17 (4.0)	GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
<47 MA 3P 0A	17 (4.0)			POST MOUNTED	31 (9.3)

**PROPOSED TEMPORARY TRAFFIC SIGNAL CABLE PLAN**



**SCHEDULE OF QUANTITIES**

ITEM	UNIT	QUANTITY
TEMPORARY TRAFFIC SIGNAL INSTALLATION (SPECIAL)	EA	1
TEMPORARY STREET LIGHT INSTALLATION	EA	1
ELECTRIC CABLE AERIAL SUSPENDED, 600V (XLP-TYPE USE) 1C NO. 10	FT	1900
REMOVE ELECTRIC CABLE FROM CONDUIT	FT	4000
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EA	1
REMOVE EXISTING HANDHOLE	EA	7
REMOVE EXISTING CONCRETE FOUNDATION	EA	9

**TEMPORARY CABLE PLAN LEGEND**

- TEMPORARY TRAFFIC SIGNAL SECTION 12"
- 12" PEDESTRIAN COUNTDOWN SIGNAL SECTION
- CONTROLLER CABINET
- SERVICE INSTALLATION
- TELEPHONE SERVICE
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- PUSHBUTTON DETECTOR
- VEHICLE DETECTOR, INDUCTION LOOP
- VIDEO CAMERA ASSEMBLY

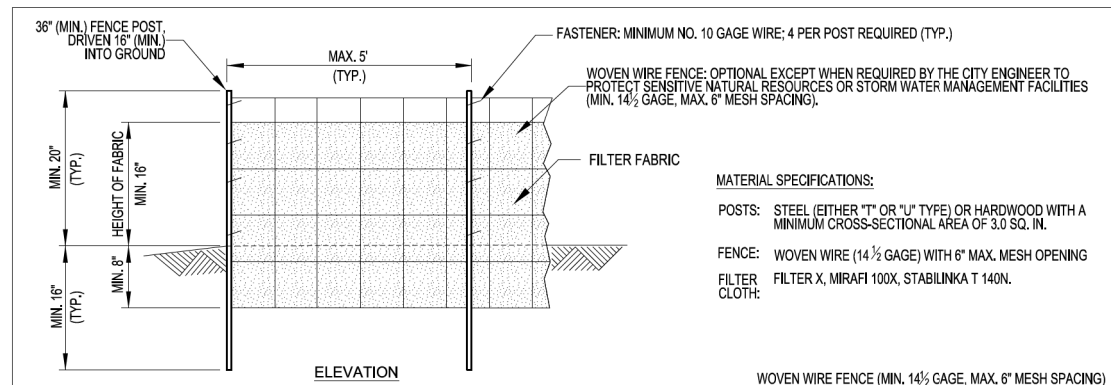
**TEMPORARY TRAFFIC SIGNAL NOTES**

- ALL CONTROL EQUIPMENT FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR UNLESS OTHERWISE STATED IN THE PLANS. ON PROJECTS WITH MULTIPLE TEMPORARY TRAFFIC SIGNAL INSTALLATIONS, ALL CONTROLLERS SHALL BE THE SAME MANUFACTURER BRAND AND MODEL NUMBER WITH CURRENT SOFTWARE INSTALLED.
- ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED INSTALLED IN CABINETS WITH 8 PHASE BACK PANELS, CAPABLE OF SUPPLYING 200 SECONDS OF CYCLE LENGTH AND INDIVIDUAL PHASE LENGTH SETTINGS UP TO 99 SECONDS. ON PROJECTS WITH ONE LANE OPEN AND TWO WAY TRAFFIC FLOW, SUCH AS BRIDGE DECK REPAIRS THE TEMPORARY SIGNAL CONTROLLER SHALL BE CAPABLE OF PROVIDING ADJUSTABLE ALL RED CLEARANCE SETTINGS OF UP TO 30 SECONDS IN LENGTH.
- ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL MEET OR EXCEED THE REQUIREMENTS OF SECTION 857 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH REGARD TO INTERNAL TIME BASE COORDINATION AND PREEMPTION.
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE OF THE 12" (300MM) TYPE. THE TEMPORARY TRAFFIC SIGNAL HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
- ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES AND RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE.
- ALL EMERGENCY VEHICLE PREEMPTION EQUIPMENT (LIGHT DETECTORS, LIGHT DETECTOR AMPLIFIERS, ETC.) AS SHOWN ON THE TEMPORARY TRAFFIC SIGNAL PLANS SHALL BE PROVIDED BY THE CONTRACTOR.
- ALL LABOR AND MATERIAL REQUIRED TO COMPLY WITH THESE REQUIREMENTS SHALL BE CONSIDERED INCIDENTAL TO THE BID PRICE OF TEMPORARY TRAFFIC SIGNAL INSTALLATION, SPECIAL.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" AND THE EMERGENCY VEHICLE EQPT. SHALL BE "OPTICOM" TO MATCH EXISTING SYSTEMS.

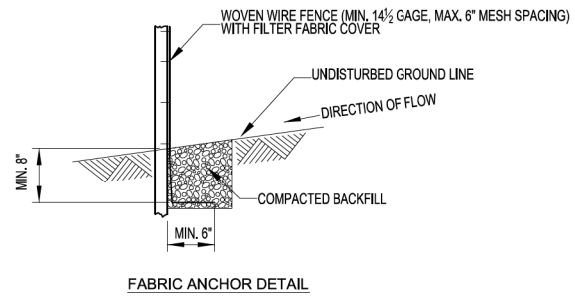
**FOR INFORMATION ONLY**

ILLINOIS DEPARTMENT OF TRANSPORTATION			
TEMP. TRAFFIC SIGNAL INSTALLATION (SPECIAL)			
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT			
<b>MAIN STREET AT CRYSTAL LAKE AVENUE</b>			
NAME	DATE	SCALE: NONE	DRAWN BY: DESIGNED BY: CHECKED BY:
REVISIONS	DATE: FEB. 18 2008		

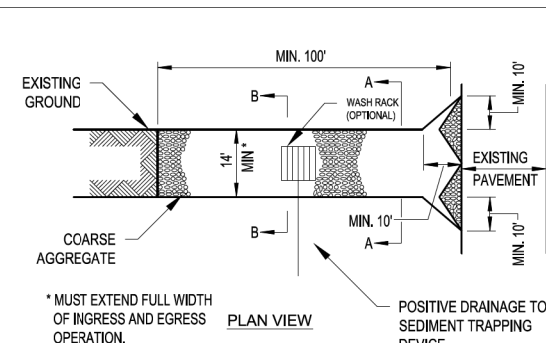


**MATERIAL SPECIFICATIONS:**  
 POSTS: STEEL (EITHER "T" OR "U" TYPE) OR HARDWOOD WITH A MINIMUM CROSS-SECTIONAL AREA OF 3.0 SQ. IN.  
 FENCE: WOVEN WIRE (14½ GAGE) WITH 6" MAX. MESH OPENING  
 FILTER CLOTH: FILTER X, MIRAFI 100X, STABILINKA T 140N.

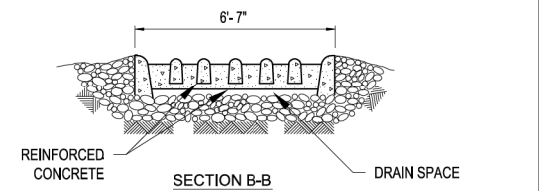
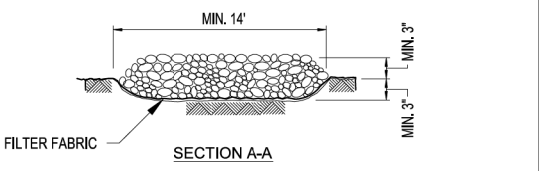
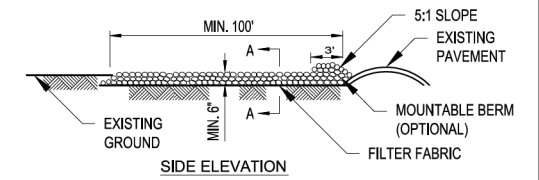
- NOTES:**
1. TEMPORARY SEDIMENT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. THEY SHALL BE MAINTAINED, AS NEEDED, THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION.
  2. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POST WITH TIES OR STAPLES
  3. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID-SECTION
  4. WHEN TWO (2) SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX (6) INCHES AND FOLDED
  5. MATERIAL SHALL BE REMOVED WHEN BULGES DEVELOP IN THE SILT FENCE
  6. DOUBLE ROWS OF SILT FENCE SPACED FIVE (5) FEET APART SHALL BE PLACED AROUND EXISTING STORMWATER MANAGEMENT FACILITIES OR WETLANDS AS ADDITIONAL PROTECTION WHEN REQUIRED BY CITY ENGINEER



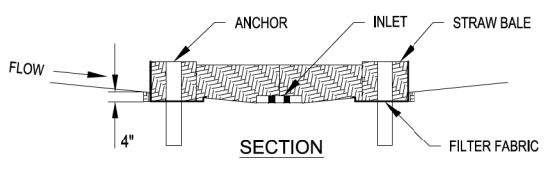
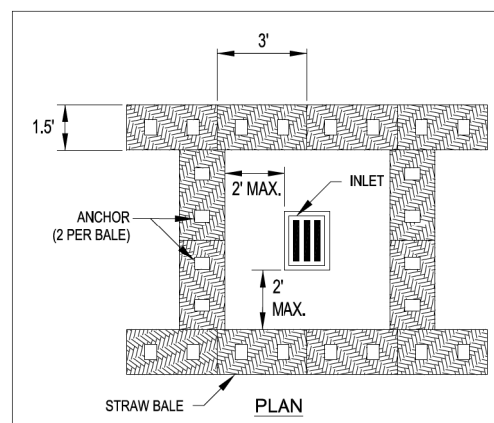
Revised: 1. 06/12/2015 2. 3. 4.	Drawing Name <b>SILT FENCE</b>	Drawing Number <b>EC-01</b>	Date: 12/4/2012 Drawn DD Checked AW	
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- NOTES:**
1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 282 OF THE IDOT STANDARD SPECIFICATIONS AND SHALL BE PLACED OVER THE CLEARED AREA PRIOR TO THE PLACEMENT OF ROCK.
  2. ROCK OR RECLAIMED CONCRETE SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATIONS, CA-1, CA-2, CA-3 OR CA-4.
  3. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHALL BE CONSTRUCTED ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
  4. IF WASH RACKS ARE USED, THEY SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS.

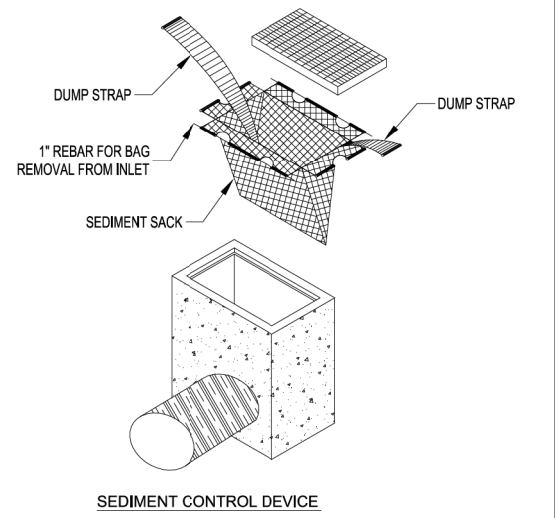
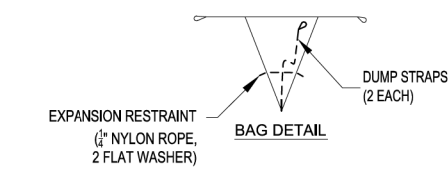
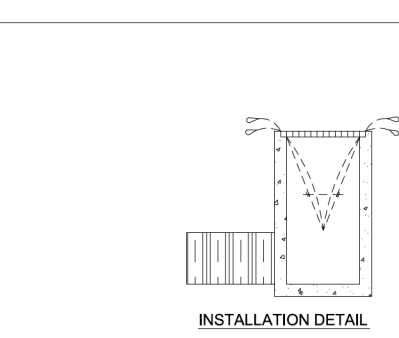


Revised: 1. 06/12/2015 2. 3. 4.	Drawing Name <b>CONSTRUCTION ENTRANCE</b>	Drawing Number <b>EC-02</b>	Date: 07/31/2012 Drawn DD Checked AW	
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- NOTES:**
1. THE IMMEDIATE LAND AREA AROUND THE INLET SHOULD BE RELATIVELY FLAT (LESS THAN 1% SLOPE) AND LOCATED SO THAT THE ACCUMULATED SEDIMENT CAN BE EASILY REMOVED.
  2. THE INSIDE EDGE OF THE BALES SHALL BE A MAXIMUM OF 2 FEET FROM THE EDGE OF THE INLET.
  3. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF IL URBAN MANUAL MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 1 OR 2, CLASS 1 WITH AOS OF AT LEAST 30 FOR NONWOVEN AND 50 FOR WOVEN.
  4. ANCHORS SHALL BE REBAR, STEEL PICKETS OR 2" X 2" STAKES, AND SHALL BE LONG ENOUGH TO EXTEND AT LEAST 1.5 TO 2.0 FEET INTO THE GROUND WHEN THE TOP IS FLUSH WITH THE TABLE.
  5. STRAW BALES MUST BE WRAPPED WITH STRING AROUND THE SIDES OF THE BALE, NOT ON THE BOTTOM (TO PREVENT STRING FROM ROTTING).

Revised: 1. 06/12/2015 2. 3. 4.	Drawing Name <b>INLET PROTECTION STRAW BALE BARRIER</b>	Drawing Number <b>EC-03</b>	Date: 4/15/2007 Drawn EM Checked AW	
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Revised: 1. 06/12/2015 2. 3. 4.	Drawing Name <b>INLET SEDIMENT CONTROL DEVICE</b>	Drawing Number <b>EC-04</b>	Date: 11/2/2007 Drawn EM Checked AW	
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GENERAL SITE-WORK:

1. Pre-Construction meeting shall be conducted with City Staff and all Contractors prior to commencing any grading or underground utility construction activities (schedule meeting with the Community Development Department at 815-356-3605).
2. 24-hour Emergency contact numbers shall be provided to City Staff at the Pre-Construction meeting.
3. Working hours shall be limited to the hours of 7:00 a.m. and 7:00 p.m. on weekdays only (except in cases of emergency). Non-emergency work on weekends or holidays is not permitted per City Code except under written permission from the City Engineer. The owner is responsible for the City Inspector cost of overtime inspection beyond the normal eight (8) hour day, including weekends and holidays.
4. Public/private streets shall be kept free of dirt and debris with regular cleaning, sweeping, and scraping conducted by the Contractor. Junk and debris shall not be allowed to accumulate, blow, or scatter onto streets or adjacent properties.
5. J.U.L.E. shall be contacted for utility locations on-site and in the adjacent rights-of-way.
6. Contractor shall provide and maintain fencing, barricades, traffic control signs, and other safeguarding measures during the course of all work to protect the public from the construction operations.
7. Maintain access to adjacent streets during construction. No closing of streets unless approval is first obtained from the agency with jurisdiction (City of Crystal Lake, McHenry County Department of Transportation, Illinois Department of Transportation, etc).
8. Any damage to public right-of-way, public utilities, streets, curb, etc. shall be repaired/replaced as soon as possible and as directed by the City Engineer.
9. The contractor shall give the City of Crystal Lake, Illinois Department of Transportation, and any other governmental agency having jurisdiction, at least two (2) working days notice excluding Saturday and Sunday prior to the initiation of any phase of construction. Contractor shall immediately notify if construction has ceased and renew the two (2) working day notification thereafter.
10. The Contractor shall be responsible for obtaining all required permits for construction prior to commencement along or across existing streets or highways. The Contractor shall make arrangements for the proper bracing, shoring and other protection of all roadways before construction begins.

GRADING:

1. The grading and construction of the site improvements shall not cause ponding of storm sewer water. All areas adjacent to these improvements shall be graded to allow positive drainage.
2. The proposed grading elevations shown on the plans are finished grade. A minimum of six (6) inches of topsoil is to be placed before finished grade elevations are achieved.
3. Embankment material within parkway and open space areas shall be compacted to a minimum of ninety percent (90%) of maximum density in accordance with ASTM Specification D-1557 (modified proctor method), or to such other density as may be determined appropriate by the soils engineer.
4. All subgrade material shall have a minimum CBR (California Bearing Ratio) of 3.0 as determined by the soils engineer, or base replacement and pavement design revisions shall be provided which are adequate to obtain equivalent pavement strength.
5. Proposed pavement areas, building pads, driveways and sidewalks and yard/open space areas shall be excavated or filled to plus or minus 0.1 foot of design subgrade elevations by the Contractor.
6. Any borrow pit locations shall be identified by the Contractor on a copy of the approved site plans and forwarded to the Engineering Division at least 24-hours prior to excavation. Provide backfill compaction reports from a geotechnical engineer and as-built plans to the Engineering Division for any borrow pit area.
7. Backfill shall be monitored by a geotechnical engineer on-site with compaction reports forwarded to the Engineering Division for review.
8. Water truck shall be on-site at all times during mass-grading operations and be available as needed for the purposes of dust control or at the request of City Staff.
9. Use of City fire hydrants is not allowed unless approved (separate from this permit) by the Public Works Department and a hydrant meter and RPZ is obtained from the City of Crystal Lake Water Division (815-356-3614). Only the City of Crystal Lake Water Division may operate valves and hydrants.

Revised:  
1. 06/12/2015  
2.  
3.  
4.

Drawing Name

STANDARD NOTES AND SPECIFICATIONS

Drawing Number

GE-02a

Date: 01/30/15

Drawn	Checked
DD	AW



L:ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

GE-02a

TOPSOIL STOCKPILING:

1. Location of any on-site topsoil stockpiles shall be identified on the approved plans with silt fence installed around the perimeter of the stockpile.
2. Topsoil stockpiled for future use shall be relatively free from large roots, sticks, weeds, brush, stones larger than one (1) inch diameter, or other litter and waste products including other extraneous materials not conducive to plant growth.
3. Topsoil shall be stockpiled in sequence to eliminate any re-handling or double movements by the Contractor. Failure to properly sequence the stockpiling operations shall not constitute a claim for additional compensation. No material shall be stockpiled in front yards, in utility easements, or in the right-of-way lines.
4. If a stockpile is to remain in place for more than (14) calendar days, it is required that the stockpile meet the requirements as outlined in section 595 of the City Code.

UNDERGROUND UTILITY:

1. The Contractor shall coordinate water main, water service, sanitary and storm sewer inspections and testing with the Community Development at least 24 hours in advance.
2. All main line sanitary shall be cleaned and televised (provide DVD to the City's Engineering Division).
3. All manhole or valve covers shall be imprinted "City of Crystal Lake Sanitary", or "City of Crystal Lake Storm", or "City of Crystal Lake Water" as directed by the City.
4. Reference the latest edition of the Standard Specifications for Water and Sewer Main Construction in Illinois.
5. Existing manholes to be circular cored and booted.

EROSION CONTROL:

1. All specified erosion control measures shall be installed and maintained per the requirements of the Crystal Lake Stormwater Ordinance in accordance with the active NPDES permit.
2. All slopes 4:1 or steeper shall be sodded or blanketed immediately after mass earthwork.
3. All overland flow routes to be stabilized by sod or blanket.
4. Erosion control measures to be inspected and approved by City Engineering Division prior to additional work on site.
5. Continuous monitoring of erosion control measures is required. Maintain records of weekly reports per the City of Crystal Lake Stormwater Ordinance.
6. The Contractor shall implement any additional erosion control measures deemed necessary by the City per the standards of the City Of Crystal Lake Stormwater Ordinance.
7. All storm sewer catch basins, sumps and/or retention basins provided are to be cleaned at the end of construction of the project prior to final acceptance. Cleaning may also be required during the course of the construction of the project if it is determined that the silt and debris traps are not properly functioning and their performance is impaired.
8. Rip-rap material RR 2 (6") - RR4 (16") shall be in accordance with Article 281 and grouted in place according to Article 601 of the IDOT Standard Specifications.
9. Projects of 1 Acre or greater must obtain an NPDES permit prior to commencement of any construction activity.

Revised:  
1. 06/12/2015  
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Drawing Name

STANDARD NOTES AND SPECIFICATIONS

Drawing Number

GE-02b

Date: 01/30/15

Drawn	Checked
DD	AW



L:ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

GE-02b

SANITARY SEWER:

1. Non-shear stainless steel couplings shall be used when connecting sewer pipes of dissimilar materials and pipes with no hub joints. When connecting to an existing sanitary sewer by means other than an existing wye or manhole, contractor shall use a Sewer-Tap and hub-wye or hub-tee saddle.
2. Unless an alternate method is approved, water stop gaskets shall be provided at all sanitary sewer manhole connections. Type and manufacturer to be approved by the City.
3. PVC plastic sewer pipe and fittings of sizes 4-inch through 15-inch shall conform to the latest revised specification requirements of ASTM D3034 for type PSM polyvinyl chloride (PVC) sewer pipe and fittings of minimum wall thickness SDR 35.
4. Joints shall be either the solvent weld type conforming to the latest revised specification requirements of ASTM D2564 and ASTM D2855, or elastomeric gasket type conforming to the latest revised specification requirements of ASTM D1869 and ASTM D3212.
5. A thicker walled pipe such as SDR 26 may be specified by the engineer depending on design and/or field conditions.
6. PVC plastic sewer pipe and fittings of sizes 18-inch through 36-inch shall conform to the latest revised specification requirements of ASTM F679 or polyvinyl chloride (PVC) large diameter ribbed gravity sewer pipe and fittings, with integral bell gasketed joints and elastomeric gaskets to form a watertight seal conforming to the latest revised specification requirements of ASTM F477 or ASTM D3212.
7. Pipe and fittings shall be the products of one approved manufacturer only, and there shall not be any mixing of pipe and fittings of different manufacturers between manholes.
8. The handling and installation of pipe, assembly or joints, and manhole connections shall be in accordance with the manufacturer's recommendations.
9. Gasket-type waterstop collars consist of a neoprene collar and a stainless steel band or other approved manhole waterstop shall be installed wherever the pipe passes through the manhole walls to provide a watertight joint to prohibit infiltration into the sewer system.
10. PVC pipe shall be installed in accordance with the latest revised specification requirements of ASTM D2321 using either compacted class I or class II granular embedment materials for bedding, haunching and initial backfill of 12 inches over the top of pipe to provide the necessary support for the pipe so that the maximum deflection does not exceed five percent of the pipe's original internal diameter.

11. The Contractor shall provide the necessary tools and equipment and perform the work necessary to test the deflection in the initial 1,200 feet of installed sewer and not less than ten percent (10%) of the remainder of the sewer project at random locations selected by the engineers no sooner than 30 days after backfilling has been completed. In the event that deflection exceeds the maximum limit of five percent (5%), the Contractor shall test all other new flexible pipe for deflection. Deflection shall be tested by use of either a mandrel or rigid ball having a diameter equal to ninety-five percent (95%) of the inside diameter of the pipe, and the test shall be performed without using mechanical pulling devices. Wherever the deflection limitation is exceeded, the contractor shall uncover the pipe, carefully replace compacted embedment and backfill material, and retest for deflection.
12. The Contractor shall subject all sanitary sewers, including service lines, to an air test. Allowable infiltration shall not exceed 100 gallons per inch diameter of pipe per mile per day.  
  
The Contractor shall also televise all public sanitary sewers. Televising of sanitary sewer, cost for televising, and testing shall be the responsibility of the Contractor.
13. Cast Iron Soil Pipe: service weight cast iron soil pipe and fittings conforming C.I.S.P.I. Specification HS-67 with compression type rubber gasket joints conforming to ASTM specification C564, or other suitable materials approved by the City Engineer.

Revised:  
1. 06/12/2015  
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Drawing Name

STANDARD NOTES AND SPECIFICATIONS

Drawing Number

GE-02c

Date: 01/30/15

Drawn	Checked
DD	AW



L:ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

GE-02c

WATER MAIN:

1. Water main shall be Ductile Iron or Molecularly Oriented Polyvinyl Chloride (PVCO).  
a) Ductile Iron water main shall be Class 52 conforming to ANSI/AWWA C151/A21.51-09.  
b) Gaskets and cast iron fittings shall conform to ANSI/AWWA C111/A21.11 and ANSI/AWWA C110/A21.10 respectively.  
c) PVCO - See City Detail UW-12 and UW-13.
2. Thrust blocking or Mega-Lug or pre-approved equal shall be installed on water mains at all bends, tees, elbows, etc. except as noted below.
3. Thrust blocks not permitted with 45 degree vertical bends in water main (these shall be restrained with Mega-Lug or pre-approved equal).
4. When specified, ductile iron pipe shall be encased in polyethylene and shall conform with ANSI/AWWA C105/A21.10 - 10 and ASTM A674-10.
5. Minimum cover from finished grade to top of water main shall be six (6) feet; Maximum cover shall be eight (8) feet.
6. Water Main Taps: An Illinois licensed plumber is required for any water main tap.
7. All water mains shall be subjected to a pressure test and a separate leakage test at system pressure for 24 hours by the Contractor. Hydrostatic pressure test and leakage test shall be based on 125 PSI for two (2) hours. Water mains shall be chlorinated in accordance with the Standard Specifications.
8. The Underground Contractor shall consider incidental to the contract any chlorination and testing of existing water main where connections to and conclusion of such mains is indicated on the drawing.

PAVING:

1. All subgrades and bases shall be proof-rolled and approved by the Engineering Division prior to base or binder installation.
2. Subgrade and proposed pavements shall be finished by the Excavation Contractor to within 0.1 foot plus or minus, of plan elevation.
3. The Paving Contractor shall ensure that the subgrade has been properly prepared and that the finished top of subgrade elevation has been graded within the tolerances allowed in these specifications. Unless the Paving Contractor advises the owner and engineer in writing prior to fine grading for base course construction, it is understood that the Contractor has approved and accepts responsibility for the subgrade.
4. For the purpose of providing handicap accessibility and complying with the American Disability Act and City Standards, curbs shall be depressed at locations where public walks or pedestrian paths intersect curb lines at street intersections and other locations as directed.
5. ¾ inch thick preformed fiber expansion joints with two (2) No. 4 plain round steel dowel bars shall be installed at designated intervals and at all P.C., P.T., curb returns and at the end of each pour. Alternate ends of the dowel bars shall be greased and fitted with metal expansion tubes.
6. ¾ inch thick fiber expansion joints shall be used in every case where the sidewalk coincides with the curb and gutter. Contraction joints shall be saw cut at designated intervals in the curb. The cost of these joints shall be considered as incidental to the cost of the contract.
7. All poured in place concrete curb and gutter shall incorporate two (2) No. 4 reinforcing bars installed wherever the curb and gutter crosses utility service lines, the cost of which shall be considered incidental to the cost of concrete curb and gutter.
8. Sidewalks (where required) shall be of the thickness and dimensions as shown in the construction plans. All sidewalk concrete shall be a minimum of 6.1 bag mix (or IDOT class SI concrete) and shall develop a minimum of 3,500 psi compressive strength at fourteen (14) days. Contraction joints shall be set at five (5) foot centers, and one-half inch (½ inch) preformed fiber expansion joints at fifty (50) foot centers and where the sidewalk meets the curb or another sidewalk, or at the end of each pour. All sidewalks constructed over utility trenches and/or abutting driveway aprons shall be reinforced with three (3) No. 4 reinforcing bars (10 foot minimum length).

Revised:  
1. 06/12/2015  
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Drawing Name

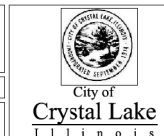
STANDARD NOTES AND SPECIFICATIONS

Drawing Number

GE-02d

Date: 01/30/15

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L:ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

GE-02d

FILE NAME =	DESIGNED -	REVISED -
	DRAWN -	REVISED -
USER NAME = jreambillo	CHECKED -	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -

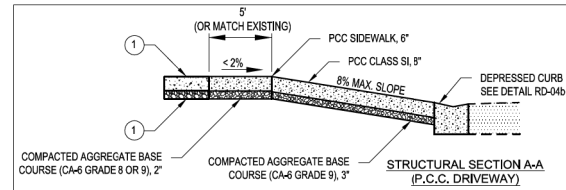
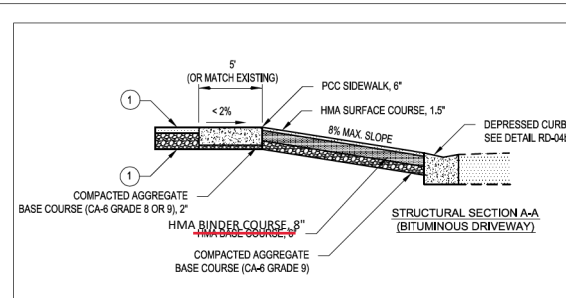
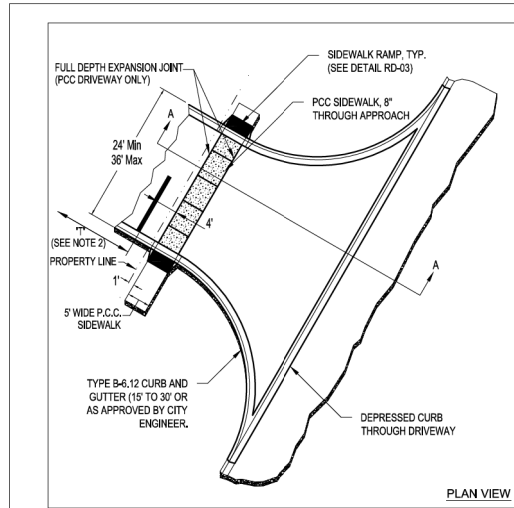


STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

CRYSTAL LAKE STANDARD

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	157
CONTRACT NO. 61F58				
ILLINOIS FED. AID PROJECT				



**NOTES:**

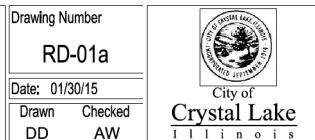
1. MAX. APPROACH GRADE = 8%
2. FOR THICKNESS OF PAVEMENT "T". VERTICAL THICKNESS OF THE GUTTER FLAG SHALL BE A MINIMUM OF 9 INCHES. FOR HMA BASE COURSE PAVEMENT SECTIONS THE GUTTER FLAG SHALL BE SAME THICKNESS AS PAVEMENT STRUCTURE.
3. TRANSITION FROM FULL CURB TO DEPRESSED CURB IN 1 TO 1.5 LINEAL FEET.

**LEGEND:**

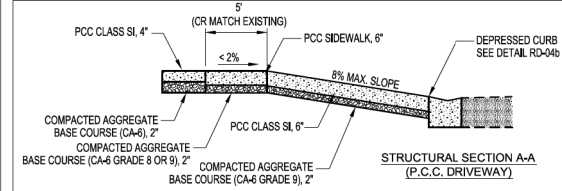
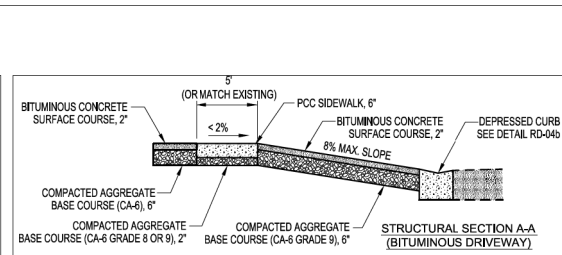
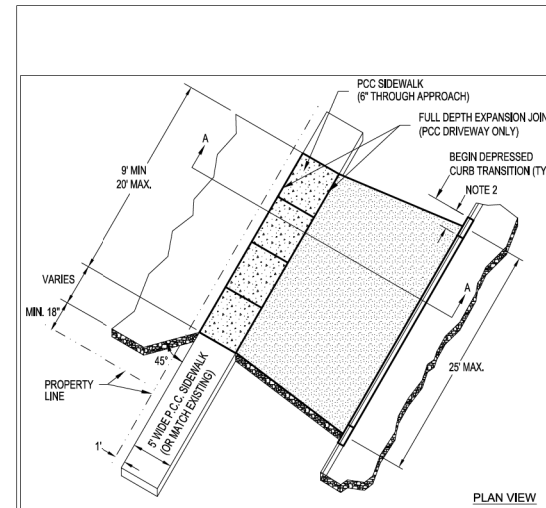
- ① FOR PARKING LOT SEE UNIFIED DEVELOPMENT ORDINANCE, APPENDIX SECTION A-700.

Revised:	Drawing Name
1. 06/12/2015	<b>DRIVEWAY: COMMERCIAL APPROACH</b>
2.	
3.	
4.	

Drawing Number	RD-01a
Date:	01/30/15
Drawn	DD
Checked	AW



L-ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

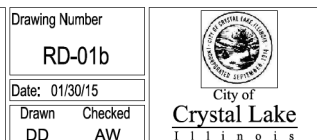


**NOTES:**

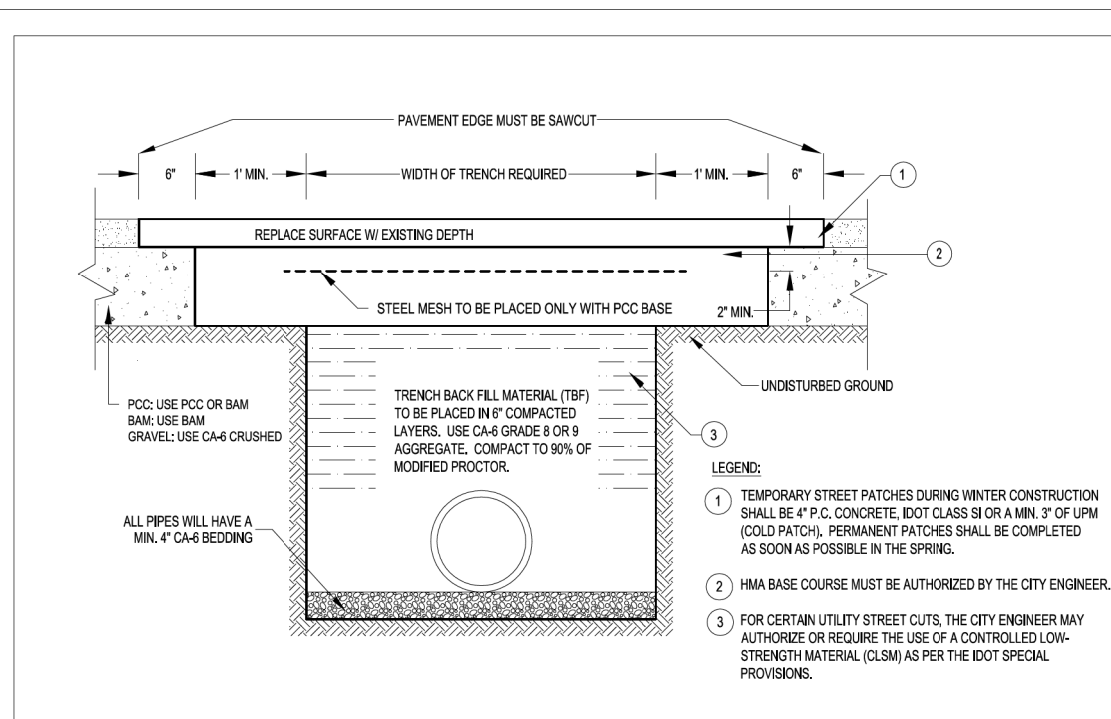
1. FOR THICKNESS OF PAVEMENT "T". VERTICAL THICKNESS OF THE GUTTER FLAG SHALL BE A MINIMUM OF 9 INCHES. FOR HMA BASE COURSE PAVEMENT SECTIONS THE GUTTER FLAG SHALL BE SAME THICKNESS AS PAVEMENT STRUCTURE.
2. TRANSITION FROM FULL CURB TO DEPRESSED CURB IN 1 TO 1.5 LINEAL FEET. ALSO, THE DRIVEWAY SHALL BE NO LESS THAN 3/4 OF THE DEPRESSION.
3. DRIVEWAY APPROACH SHALL MEET CURB AND GUTTER AT A POINT BETWEEN FULL CURB AND ONE-HALF CURB HEIGHT.
4. DRIVEWAY FLARE SHALL BE SYMMETRIC ABOUT THE DRIVEWAY CENTERLINE, AS MEASURED AT THE PROPERTY LINE, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.

Revised:	Drawing Name
1. 06/12/2015	<b>DRIVEWAY: RESIDENTIAL APPROACH</b>
2.	
3.	
4.	

Drawing Number	RD-01b
Date:	01/30/15
Drawn	DD
Checked	AW

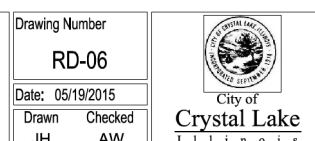


L-ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

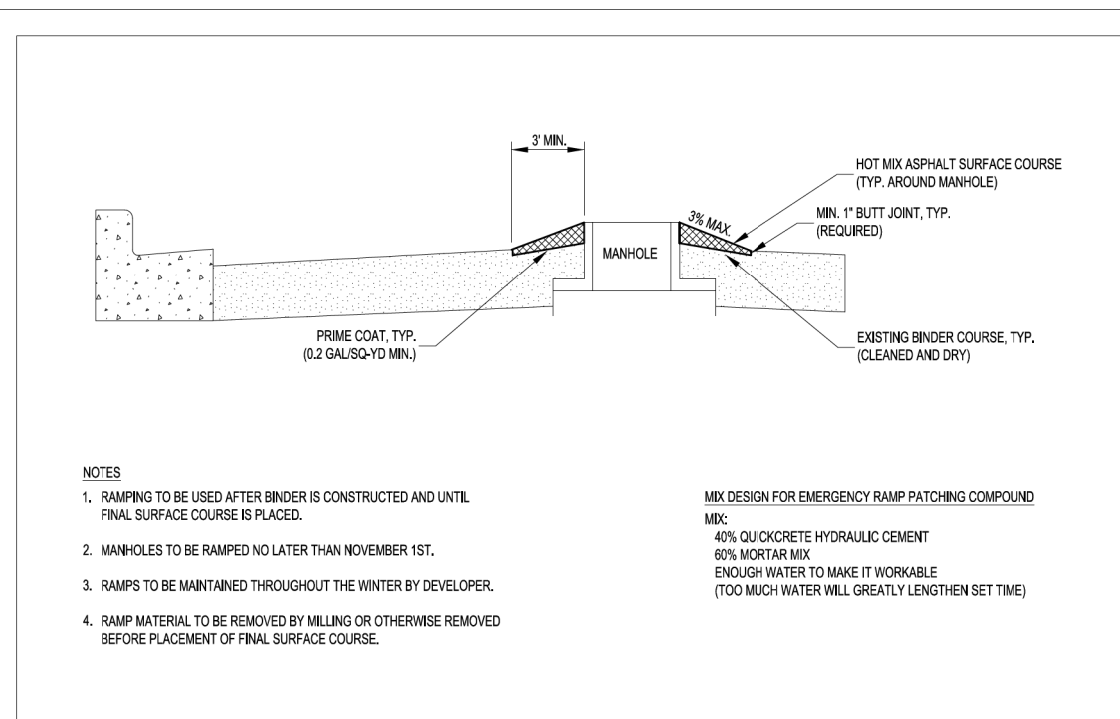


Revised:	Drawing Name
1. 06/12/2015	<b>PAVEMENT CUT AND REPLACEMENT</b>
2.	
3.	
4.	

Drawing Number	RD-06
Date:	05/19/2015
Drawn	JH
Checked	AW

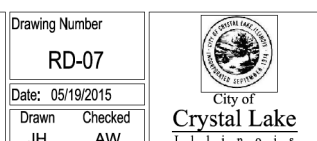


L-ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS



Revised:	Drawing Name
1. 06/12/2015	<b>TEMPORARY MANHOLE AND CURB RAMPING</b>
2.	
3.	
4.	

Drawing Number	RD-07
Date:	05/19/2015
Drawn	JH
Checked	AW



L-ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

FILE NAME =	DESIGNED -	REVISED -
USER NAME = jreambillo	DRAWN -	REVISED -
PLOT DATE = 5/27/2019	CHECKED -	REVISED -
	DATE - 5/28/2019	REVISED -

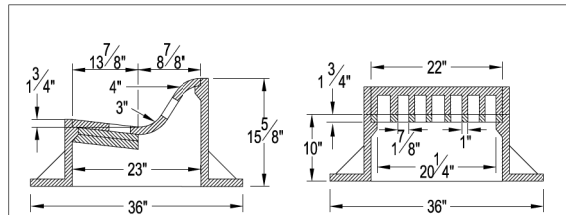


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

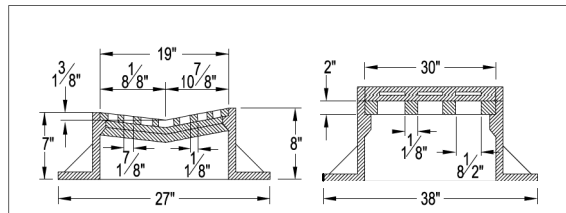
CRYSTAL LAKE STANDARD

SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	158
CONTRACT NO. 61F58				



NEENAH FOUNDRY COMPANY: R-3502-A



NEENAH FOUNDRY COMPANY: R-3511

**CITY REQUIREMENTS**

1. BARRIER CURB: USE NEENAH R-3502-A; E/JW 7235 / TYPE M2 GRATE; OR APPROVED EQUAL.
2. MOUNTABLE CURB OR DRIVEWAYS: USE NEENAH R-3281A (WITHOUT CURB BOX); E/JW 7210 / TYPE M3 GRATE; ~~OR APPROVED EQUAL~~.
3. CONCRETE MUST BE POURED A MINIMUM OF 6" AROUND THE CIRCUMFERENCE OF THE FRAME AND AT LEAST 6" BELOW THE FRAME TO ENSURE THAT THERE WILL BE NO INFILTRATION BETWEEN THE FRAME AND STRUCTURE.

Revised:  
1. 06/12/2015  
2.  
3.  
4.

Drawing Name

**CURB INLET  
FRAME AND GRATE**

Drawing Number

UD-02a

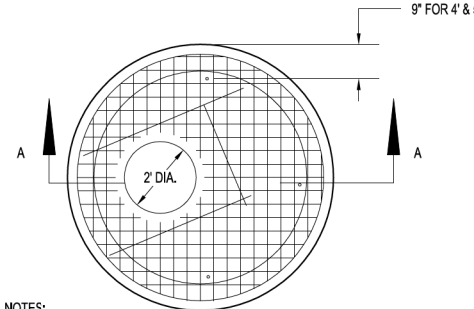
Date: 5/28/2015

Drawn Checked  
JH AW



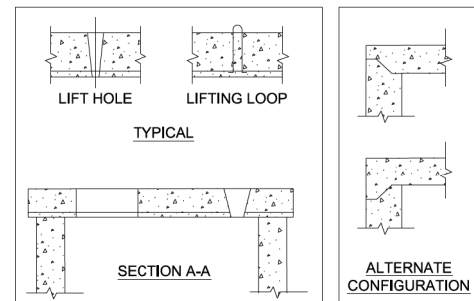
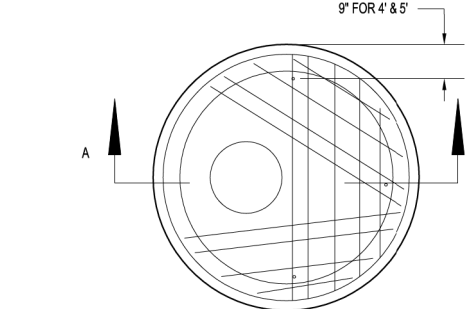
City of  
**Crystal Lake**  
Illinois

L-ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS



**NOTES:**

1. PRECAST FLAT TOPS SHALL CONFORM TO SECTION 1042 OF THE STANDARD SPECIFICATIONS.
2. REINFORCEMENT BARS OR WELDED WIRE FABRIC SHALL BE IN ACCORDANCE WITH ARTICLE 1006.10 OF THE STANDARD SPECIFICATIONS.
3. JOINT CONFIGURATION AND DIMENSIONS SHALL MATCH AND FIT THE RISER JOINT DETAIL.
4. LIFTING DEVICES OTHER THAN THAT SHOWN MAY BE USED SUBJECT TO APPROVAL BY THE ENGINEER.
5. THE FLAT SLAB TOP MAY BE USED IN LIEU OF THE TAPERED TOPS SHOWN ON STANDARD 1514, 1526, 1527, OR 1886, AT THE OPTION OF THE CONTRACTOR OR WHEN FIELD CONDITIONS PROHIBIT THE USE OF TAPERED TOPS.
6. THE COST OF FURNISHING AND INSTALLING THE FLAT SLAB TOP SHALL BE INCLUDED IN THE UNIT PRICE FOR CATCH BASIN OR MANHOLE.



Revised:  
1. 06/12/2015  
2.  
3.  
4.

Drawing Name

**ECCENTRIC FLAT TOPS  
FOR CURB INLET  
STORM MANHOLES**

Drawing Number

UD-02b

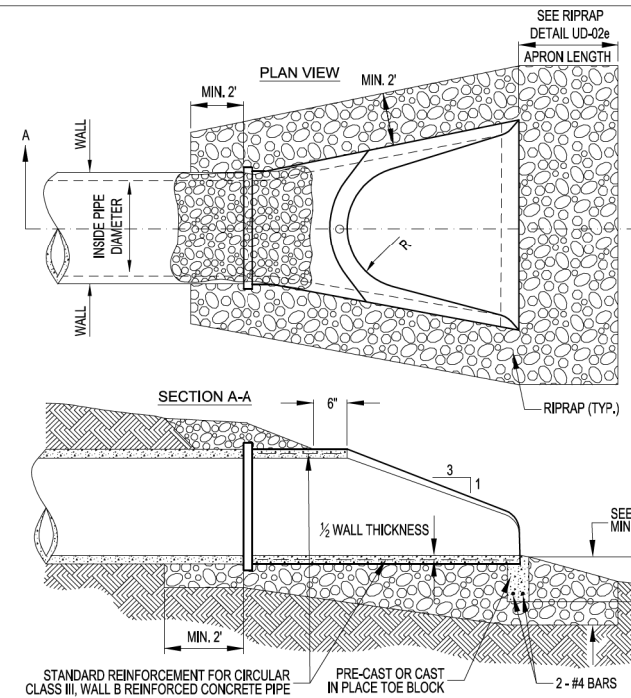
Date: 01/30/15

Drawn Checked  
DD AW



City of  
**Crystal Lake**  
Illinois

L-ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS



**NOTES:**

1. CONCRETE FLARED END SECTIONS SHOULD BE CONSIDERED FOR USE WITH CONCRETE PIPE CULVERTS HAVING SKEWS NO GREATER THAN 15 DEGREES.
2. PRECAST CONCRETE FLARED END SECTIONS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M-170 CLASS III, WALL B REINFORCED CONCRETE PIPE.
3. PRECAST CONCRETE FLARED END SECTION FOR PIPE DIAMETER REQUIRED SHALL BE AS INDICATED ON DETAIL PLAN FOR EACH INDIVIDUAL INSTALLATION.
4. THE END BLOCK SHALL BE PLACED PRIOR TO THE INSTALLATION OF THE FLARED END SECTION. THE END BLOCK SHALL BE BACKFILLED IN ACCORDANCE WITH ART. 502.10 OF THE STANDARD SPECIFICATIONS. THIS COST SHALL BE INCIDENTAL TO EACH END SECTION.
5. RIPRAP SHALL CONFORM TO SECT. 281 OF THE STANDARD SPECIFICATIONS.
6. INSTALL FILTER FABRIC UNDER ALL RIPRAP AND BEDDING. FILTER FABRIC SHALL CONFORM TO SECT. 282 OF THE STANDARD SPECIFICATIONS.
6. STANDARD IDOT GALVANIZED GRATE REQUIRED FOR 15" DIAMETER AND LARGER.

Revised:  
1. 06/12/2015  
2. 8/27/2015  
3.  
4.

Drawing Name

**FLARED END SECTION  
(PRECAST CONCRETE PIPE)**

Drawing Number

UD-02d

Date: 04/15/2007

Drawn Checked  
DD AW



City of  
**Crystal Lake**  
Illinois

L-ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

**ROCK RIPRAP SPECIFICATIONS AND BEDDING**

IDOT GRADATION	MAXIMUM ROCK SIZE (lb) <sup>1</sup>	EQUIVALENT DIAMETER (SPHERICAL) (in) <sup>2</sup>	MINIMUM BEDDING THICKNESS (in)	MINIMUM THICKNESS (in)
RR-3	50	10	-	8
RR-4	150	15	6	16
RR-5	400	21	8	22
RR-6	600	24	10	26
RR-7	1000	28	12	30

**NOTES:**

1. RIPRAP SHALL CONFORM TO SECT. 281 OF THE STANDARD SPECIFICATIONS.
2. INSTALL FILTER FABRIC UNDER ALL RIPRAP AND BEDDING. FILTER FABRIC SHALL CONFORM TO SECT. 282 OF THE STANDARD SPECIFICATIONS.

<sup>1</sup>ASSUMES A MINIMUM SPECIFIC GRAVITY OF 2.450 AND A MINIMUM UNIT WEIGHT OF 153 lb/cf

**ROCK RIPRAP SIZE REQUIREMENTS AND THICKNESS**

CULVERT DIAMETER (in)	MINIMUM TAILWATER				MAXIMUM TAILWATER			
	MAX CONDUIT VELOCITY = 5 fps		MAX CONDUIT VELOCITY = 10 fps		MAX CONDUIT VELOCITY = 5 fps		MAX CONDUIT VELOCITY = 10 fps	
	IDOT GRADATION	APRON LENGTH (ft)	IDOT GRADATION	APRON LENGTH (ft)	IDOT GRADATION	APRON LENGTH (ft)	IDOT GRADATION	APRON LENGTH (ft)
12	RR-3	10	RR-3	12	RR-3	12	RR-3	15
18	RR-3	14	RR-4	16	RR-3	12	RR-3	16
24	RR-3	16	RR-4	20	RR-3	14	RR-4	17
30	RR-3	18	RR-4	22	RR-3	16	RR-4	20
36	RR-4	20	RR-5	24	RR-3	16	RR-4	22
48	RR-4	24	RR-6	28	RR-4	20	RR-4	24
60	RR-5	32	RR-6	36	RR-4	22	RR-5	26
72	RR-6	40	RR-6	44	RR-5	24	RR-5	29
96	RR-7	50	RR-7	54	RR-5	26	RR-5	32

**NOTES:**

1. IF TAILWATER DEPTH FROM THE PIPE INVERT IS LESS THAN HALF THE DIAMETER OF THE PIPE, THEN MINIMUM TAILWATER CONDITIONS EXIST.
2. ADAPTED FROM THE ILLINOIS URBAN MANUAL

Revised:  
1.  
2.  
3.  
4.

Drawing Name

**RIPRAP DETAILS**

Drawing Number

UD-02e

Date: 08/27/2015

Drawn Checked  
DD AW



City of  
**Crystal Lake**  
Illinois

L-ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

FILE NAME =	DESIGNED -	REVISED -
	DRAWN -	REVISED -
USER NAME = jreambillo	CHECKED -	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -

**benesch**  
Alfred Benesch & Company  
35 West Wacker Drive, Suite 3300  
Chicago, Illinois 60601  
312-965-0450 Job No. 10214

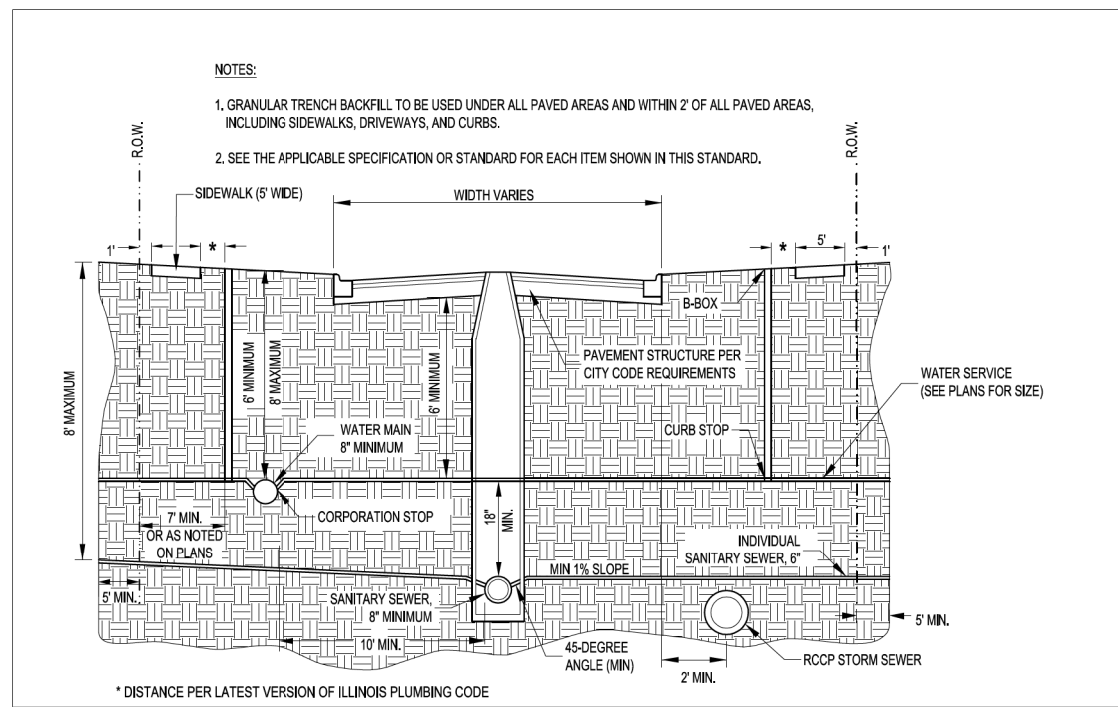
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CRYSTAL LAKE STANDARD**

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	159
CONTRACT NO. 61F58				

SCALE: SHEET NO. OF SHEETS STA. TO STA.

ILLINOIS FED. AID PROJECT

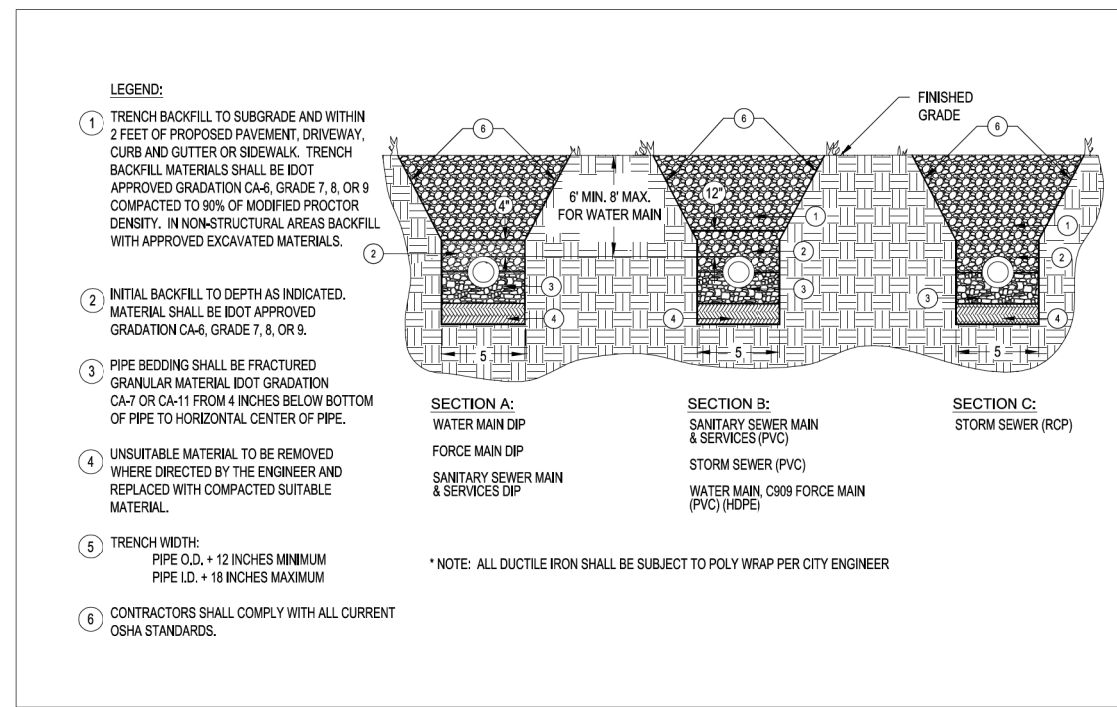


Revised:  
1. 06/12/2015  
2.  
3.  
4.

Drawing Name  
**TYPICAL STREET AND UTILITY LOCATIONS**

Drawing Number  
**UG-01**  
Date: 05/28/2015  
Drawn: JH  
Checked: AW  
City of Crystal Lake Illinois

L-ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

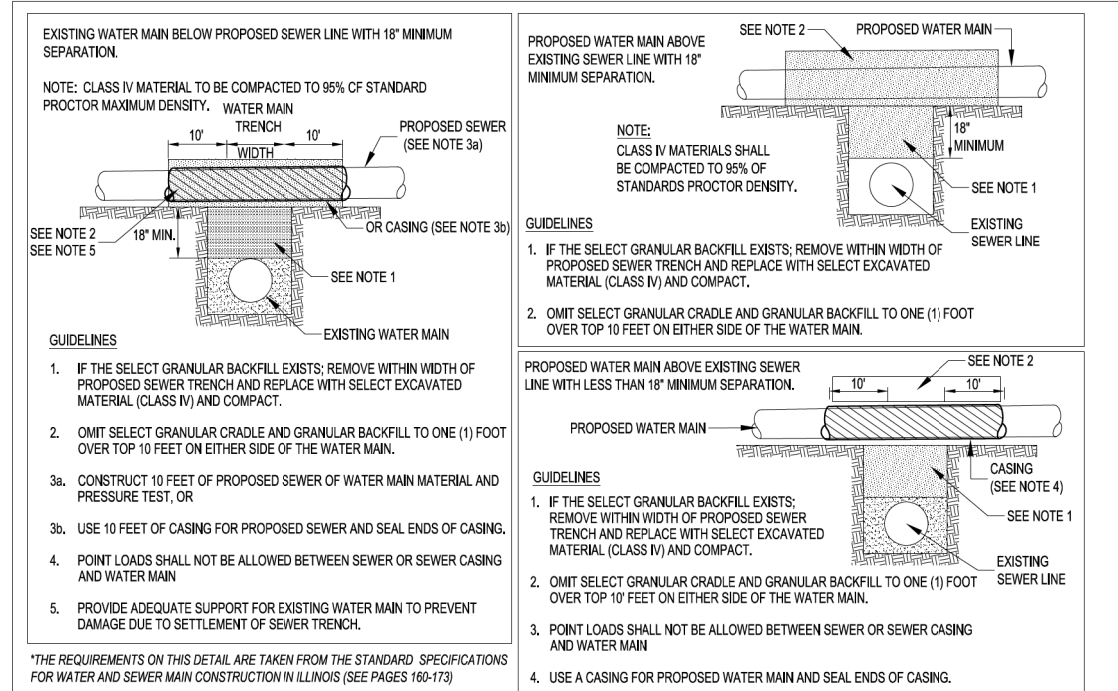


Revised:  
1. 06/12/2015  
2.  
3.  
4.

Drawing Name  
**TYPICAL TRENCH CROSS SECTION**

Drawing Number  
**UG-03**  
Date: 05/29/2015  
Drawn: JH  
Checked: AW  
City of Crystal Lake Illinois

L-ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

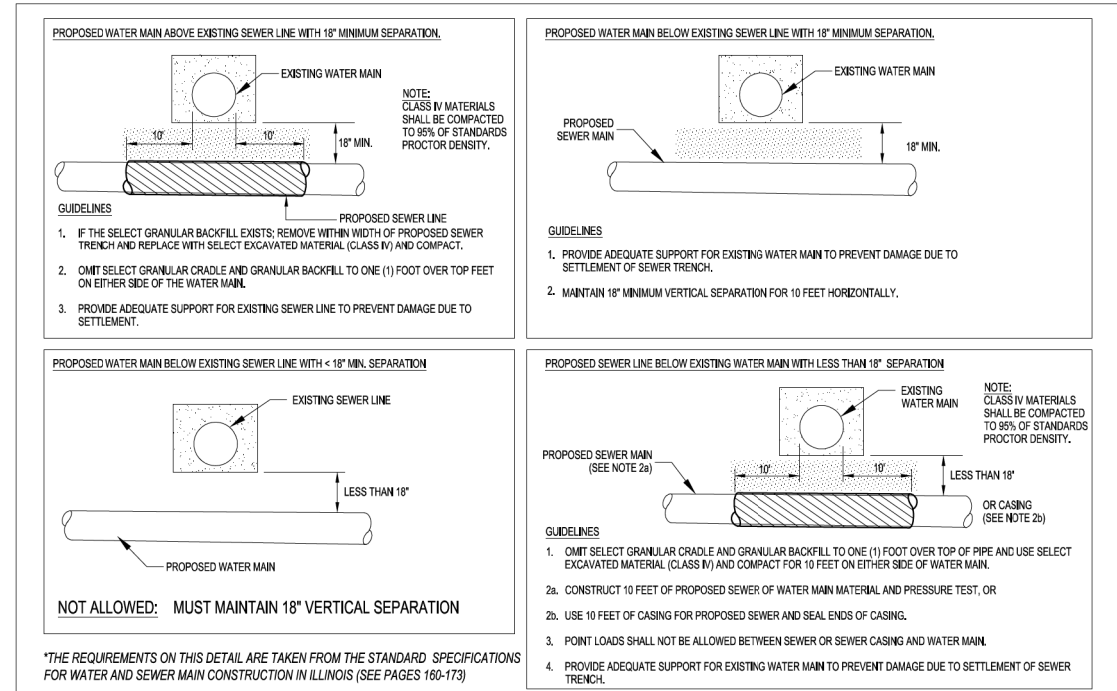


Revised:  
1. 06/12/2015  
2.  
3.  
4.

Drawing Name  
**WATER AND SEWER SEPARATION REQUIREMENTS**

Drawing Number  
**UG-04a**  
Date: 04/15/2007  
Drawn: EM  
Checked: AW  
City of Crystal Lake Illinois

L-ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS



Revised:  
1. 06/12/2015  
2.  
3.  
4.

Drawing Name  
**WATER AND SEWER SEPARATION REQUIREMENTS**

Drawing Number  
**UG-04b**  
Date: 04/15/2007  
Drawn: EM  
Checked: AW  
City of Crystal Lake Illinois

L-ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

FILE NAME =	DESIGNED -	REVISED -
	DRAWN -	REVISED -
USER NAME = jreambillo	CHECKED -	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -

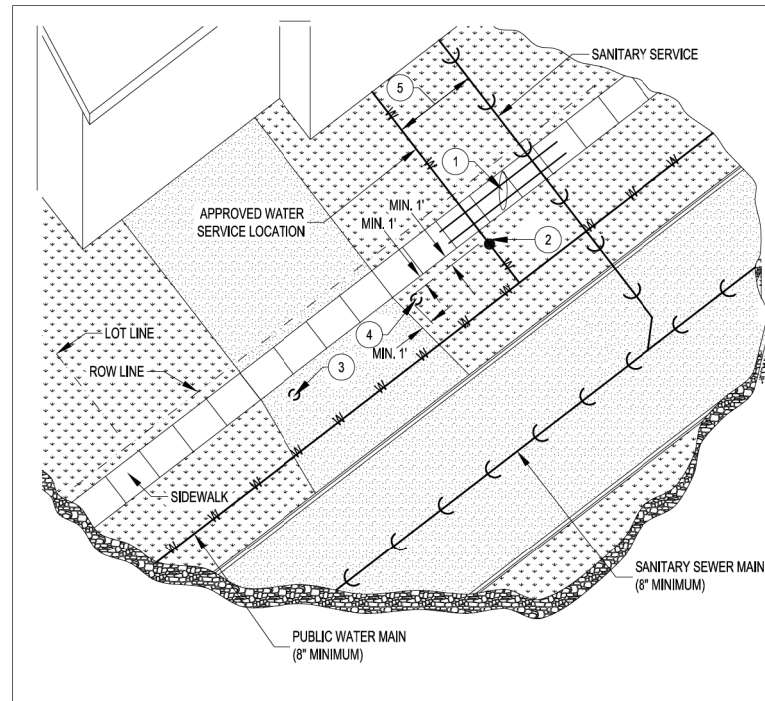
**benesch**  
Alfred Benesch & Company  
35 West Wacker Drive, Suite 3300  
Chicago, Illinois 60601  
312-865-0450 Job No. 10214

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CRYSTAL LAKE STANDARD**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	160
CONTRACT NO. 61F58			ILLINOIS FED. AID PROJECT	



- LEGEND:**
- ① 2 - No.4 STEEL REINFORCING BARS EXTENDING 3' BEYOND TRENCH OR MIN. 10' CENTERED OVER TRENCH.
  - ② WATER SHUTOFF BOX MAY NOT BE LOCATED IN PROPOSED DRIVEWAY. THE RELOCATED BOX SHALL BE LOCATED AT THE HOUSE SIDE OF THE DRIVEWAY AS PER DETAIL. (CENTERED IN PARKWAY, PREFERRED - MIN. 1' FROM SIDEWALK ALLOWABLE).
  - ③ CASE 1 - EXISTING SHUTOFF BOX IN PROPOSED DRIVEWAY:  
IF WATER SHUTOFF BOX RELOCATION IS REQUIRED, WATER MAIN SHOULD BE RETAPPED OUT OF PROPOSED DRIVEWAY LOCATION (MIN. 1' FROM DRIVEWAY). A CONTINUOUS LENGTH OF COPPER (NO COUPLINGS) SHALL BE RUN FROM THE NEW CORPORATION STOP TO THE RELOCATED SHUTOFF BOX. THE ABANDONED CORPORATION STOP SHALL BE CAPPED AND INSPECTED ACCORDING TO CITY WATER DIVISION STANDARDS.
  - ④ CASE 2 - EXISTING SHUTOFF BOX OUTSIDE PROPOSED DRIVEWAY:  
IF WATER SHUTOFF BOX RELOCATION IS REQUIRED, THE EXISTING CORPORATION STOP MAY REMAIN. A CONTINUOUS LENGTH OF COPPER (NO COUPLINGS) SHALL BE RUN FROM THE CORPORATION STOP TO THE RELOCATED SHUTOFF BOX. RELOCATED BOX SHALL BE LOCATED MIN. 1' FROM DRIVEWAY.
  - ⑤ 10' WATER AND SANITARY SERVICE SEPARATION OR REFER TO COMMON TRENCH DETAIL.
- NOTES:**
1. FOR FAR SIDE SERVICES CONSULT THE CITY ENGINEER.

UG-05

Revised:
1. 06/12/2015
2.
3.
4.

Drawing Name  
**TYPICAL WATER AND SANITARY SERVICE LOT LOCATION**

Drawing Number  
**UG-05**

Date: 04/16/2007

Drawn	Checked
EM	AW



L:ENGINEERING AND BUILDINGENGINEERING DETAILS AND STANDARDS

FILE NAME =	DESIGNED -	REVISED -
	DRAWN -	REVISED -
USER NAME = jreambillo	CHECKED -	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -

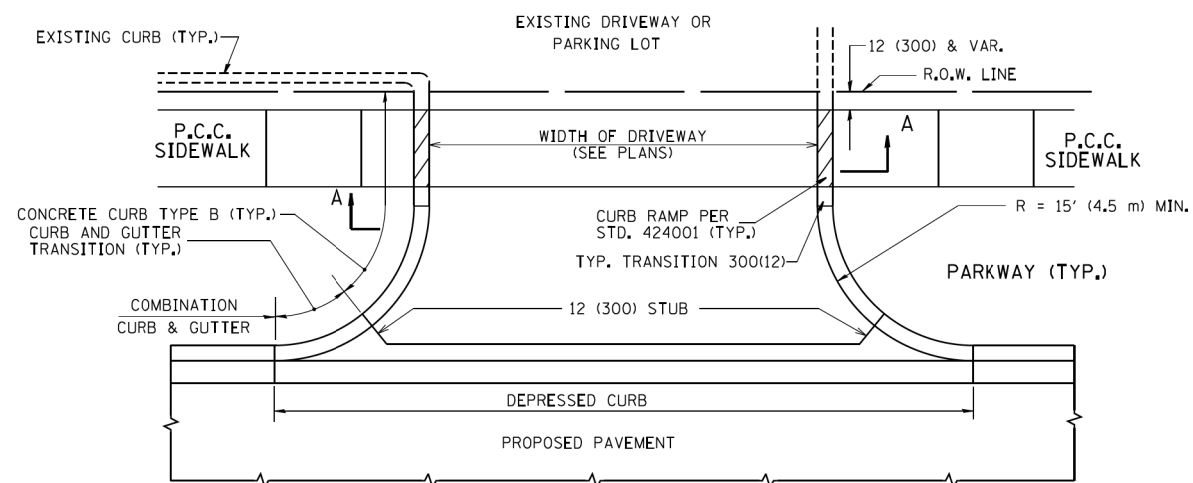


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

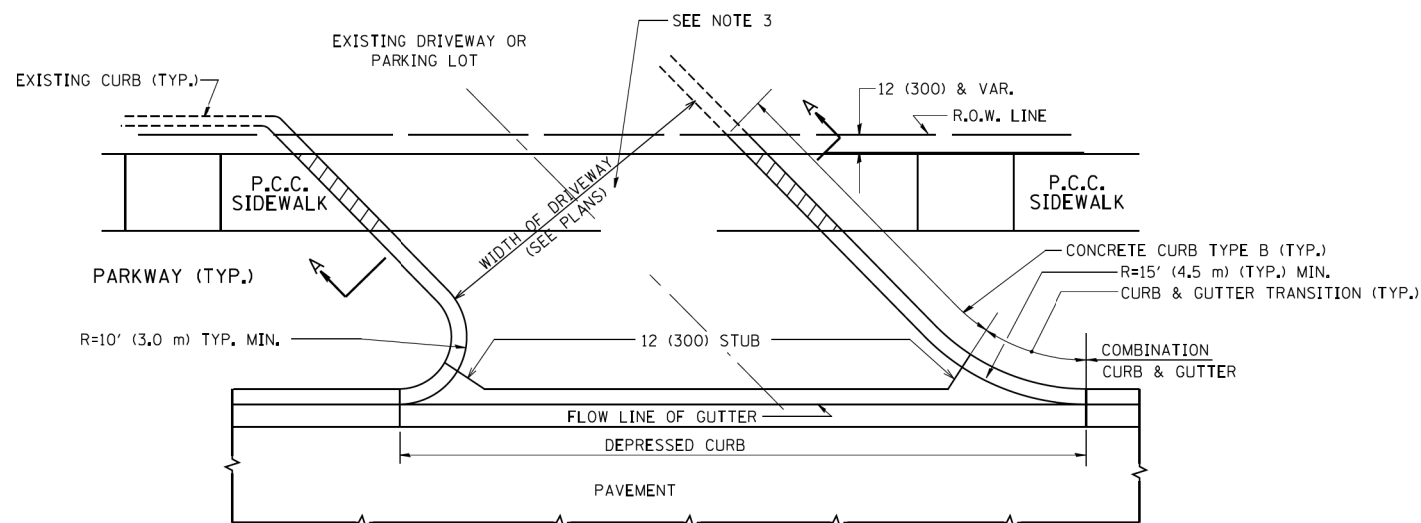
**CRYSTAL LAKE STANDARD**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

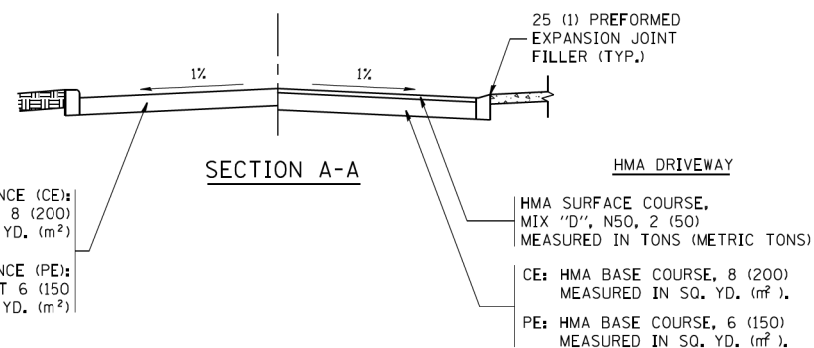
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	161
CONTRACT NO. 61F58				
ILLINOIS FED. AID PROJECT				



WITH CONCRETE CURB, TYPE B

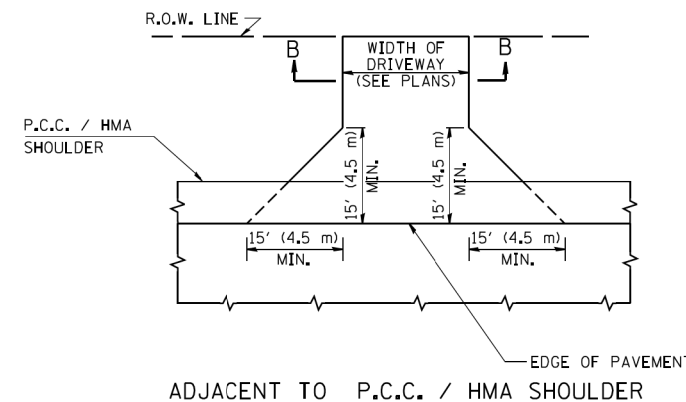


WITH CONCRETE CURB, TYPE B

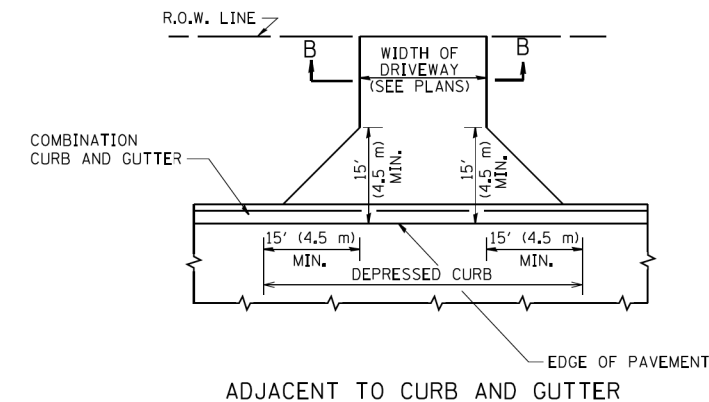


**RIGID DRIVEWAY**  
 COMMERCIAL ENTRANCE (CE):  
 P.C.C. DRIVEWAY PAVEMENT 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>)  
 NON-COMMERCIAL ENTRANCE (PE):  
 P.C.C. DRIVEWAY PAVEMENT 6 (150)  
 MEASURED IN SQ. YD. (m<sup>2</sup>)

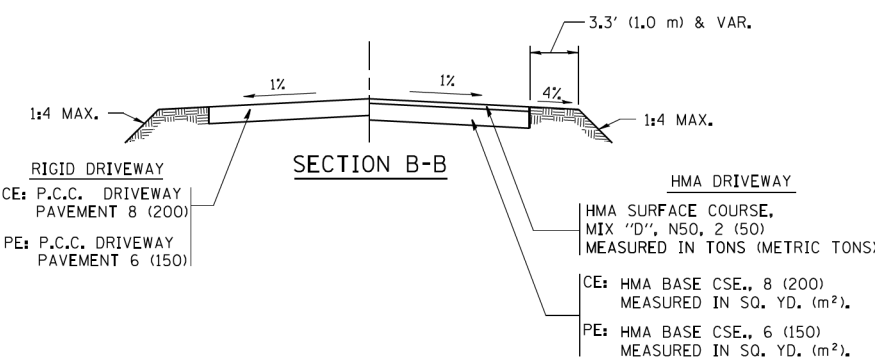
**HMA DRIVEWAY**  
 HMA SURFACE COURSE,  
 MIX "D", N50, 2 (50)  
 MEASURED IN TONS (METRIC TONS)  
 CE: HMA BASE COURSE, 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>),  
 PE: HMA BASE COURSE, 6 (150)  
 MEASURED IN SQ. YD. (m<sup>2</sup>).



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



**RURAL FIELD ENTRANCE (FE)**  
 HMA SURFACE COURSE,  
 MIX "D", N50, 2 (50)  
 MEASURED IN TONS (METRIC TONS)  
 AGGREGATE BASE CSE., TYPE B, 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>).

**GENERAL NOTES:**

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

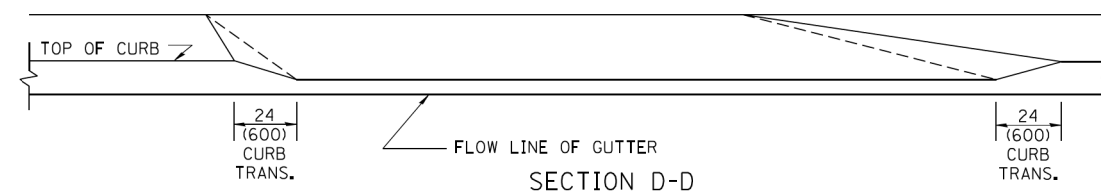
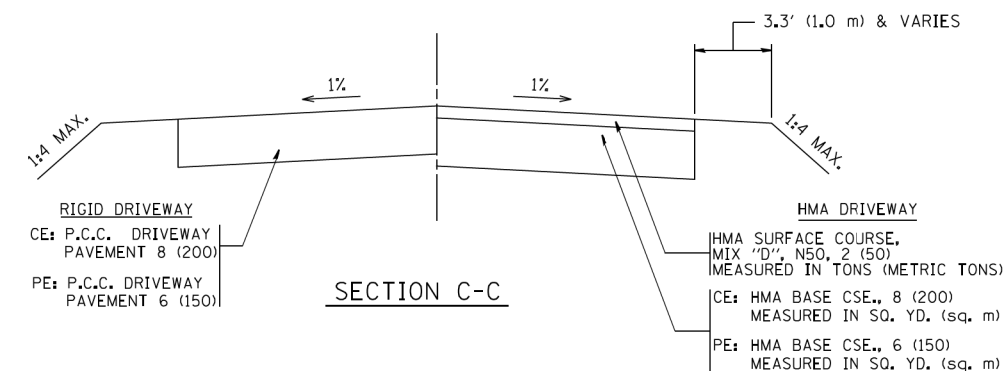
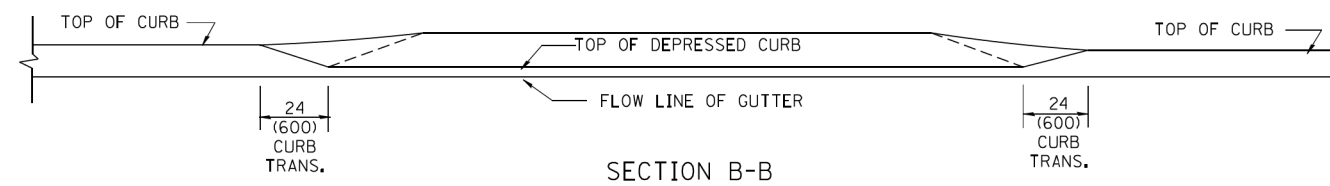
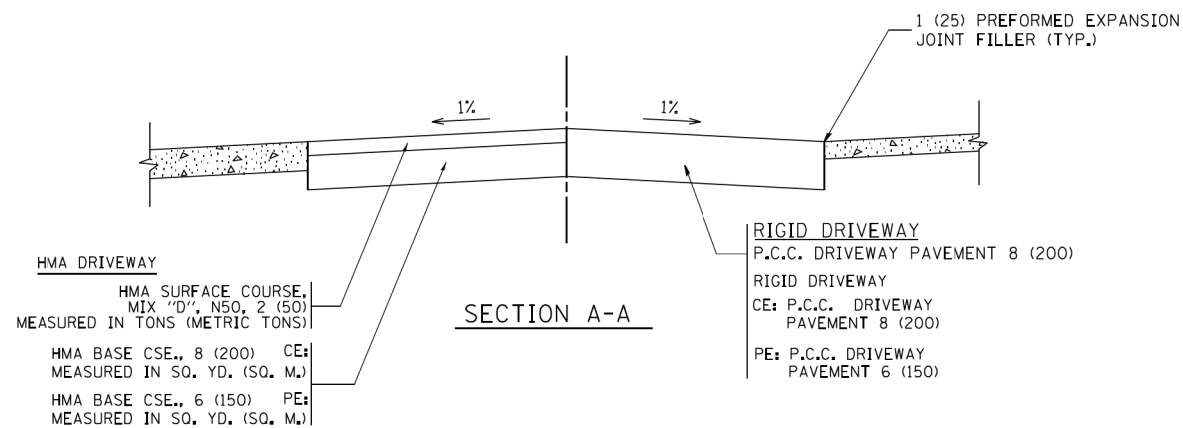
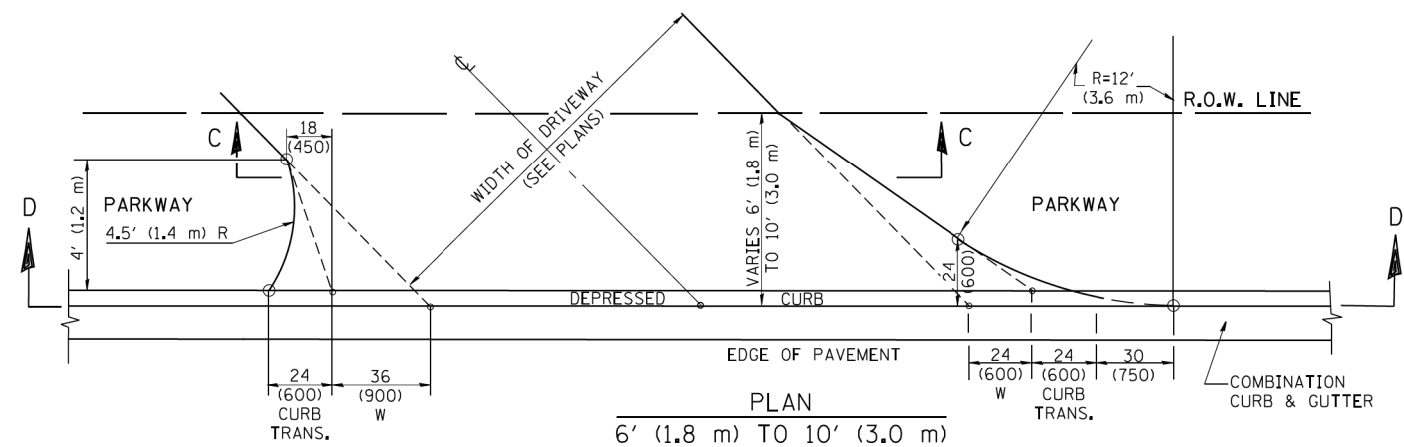
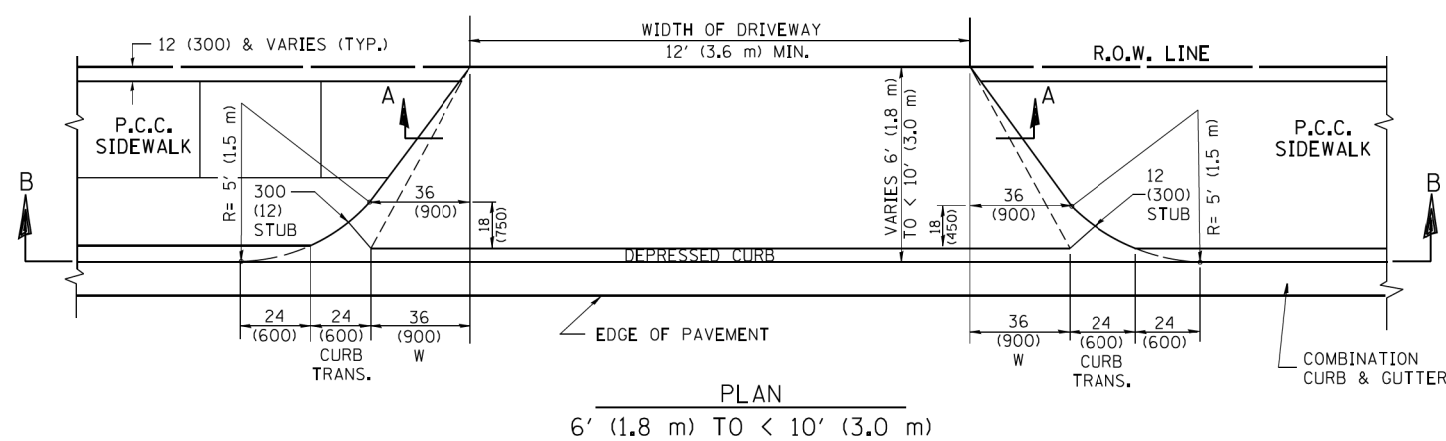
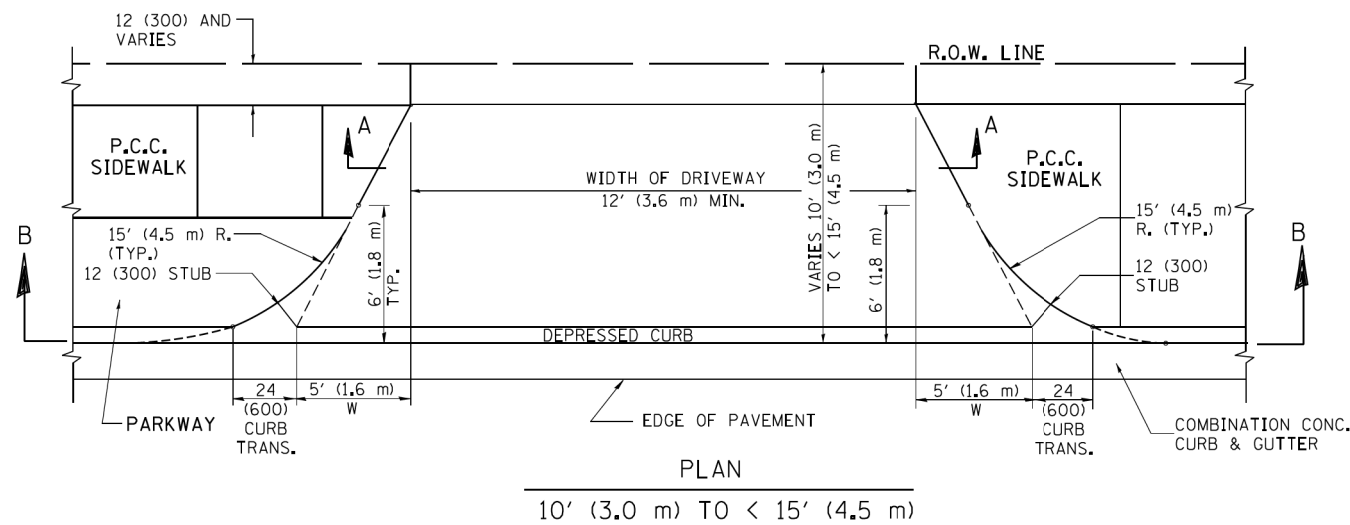
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		CHECKED -	REVISED - R. BORO 06-11-08
		DATE - 11-04-95	REVISED - R. BORO 09-06-11

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.  
 AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	162
BD0156-07 (BD-01)			CONTRACT NO. 61F58	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**GENERAL NOTES**

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

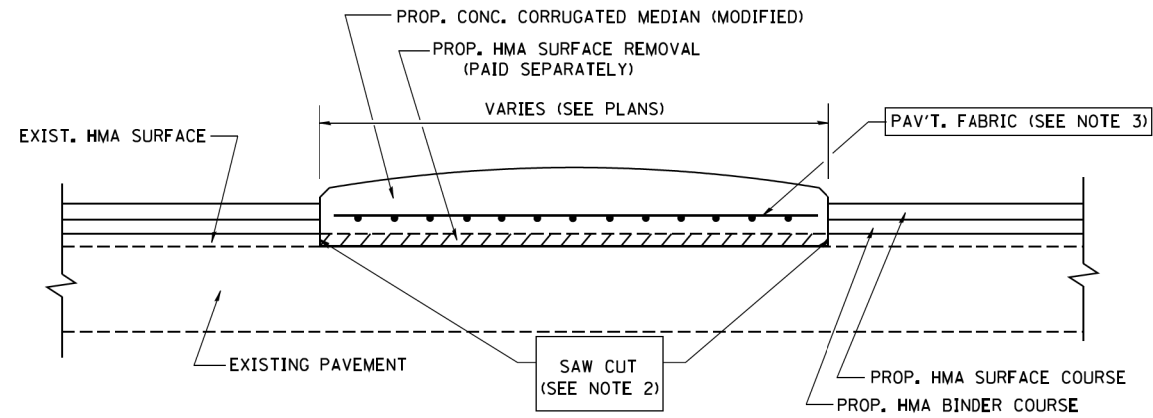
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	PLOT SCALE = 50.0000' / 1"	CHECKED -	REVISED - R. BORO 01-01-07
	PLOT DATE = 10/28/2011	DATE - 11-06-95	REVISED - R. BORO 09-06-11

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY DETAILS**  
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

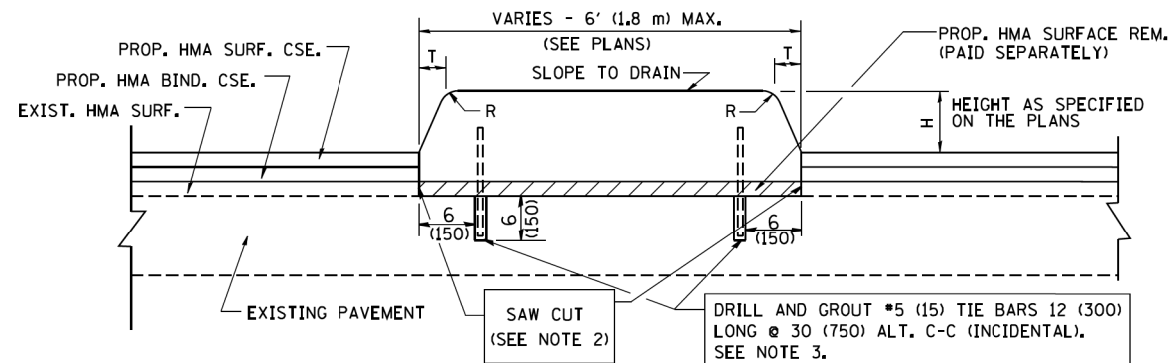
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	163
<b>BD400-02 (BD-02)</b>		CONTRACT NO. 61F58		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



- NOTES:
1. CORRUGATED MEDIAN (MODIFIED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE PORTIONS OF STATE STANDARD 606306.
  2. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED BY MILLING THE HMA SURFACE TO BE REMOVED. SAW CUT WILL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)
  3. PAVEMENT FABRIC WILL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)

### DETAILS FOR CORRUGATED MEDIAN (MODIFIED)

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR "CORRUGATED MEDIAN (MODIFIED)"



- NOTES:
1. CONCRETE MEDIAN TYPE SB (DOWELLED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STATE STANDARD 606301 AND SECTION 606 OF THE STANDARD SPECIFICATIONS.
  2. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED BY MILLING THE HMA SURFACE TO BE REMOVED. SAW CUT WILL BE INCLUDED IN THE COST OF "CONCRETE MEDIAN TYPE SB (DOWELLED)"
  3. FOR MEDIAN WIDTH LESS THAN 4' (1.2 m) USE ONE ROW OF #5 (15) BARS @ 30 (750) C-C ALONG THE MEDIAN CENTERLINE. TIE BARS WILL BE INCLUDED IN THE COST OF "CONCRETE MEDIAN TYPE SB (DOWELLED)"

### DETAILS FOR CONCRETE MEDIAN

#### TYPE SB (DOWELLED)

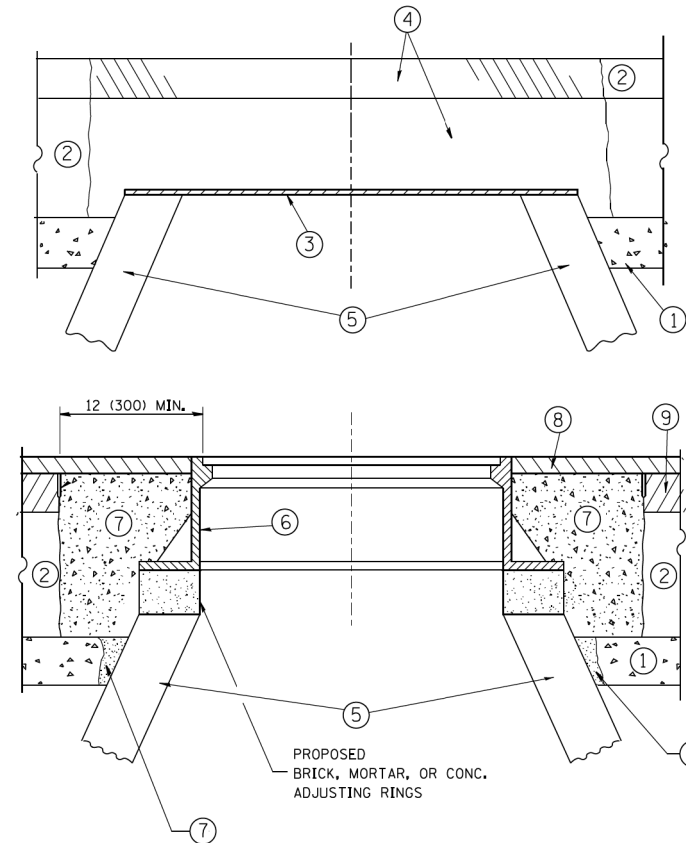
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR "CONCRETE MEDIAN TYPE SB (DOWELLED)"

H	R	T
6(150)	1(25)	1(25)
9(225)	1(25)	2(50)

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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	PLOT DATE = 1/4/2008	DATE - 05-14-90	REVISED - R. BORO 01-01-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							





**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

**STAGE 2 (AFTER PAVEMENT MILLING)**

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1\* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

\* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

**LEGEND**

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS PP-1\* CONCRETE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

**LOCATION OF STRUCTURES:**

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

**BASIS OF PAYMENT:**

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

**NOTES:**

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

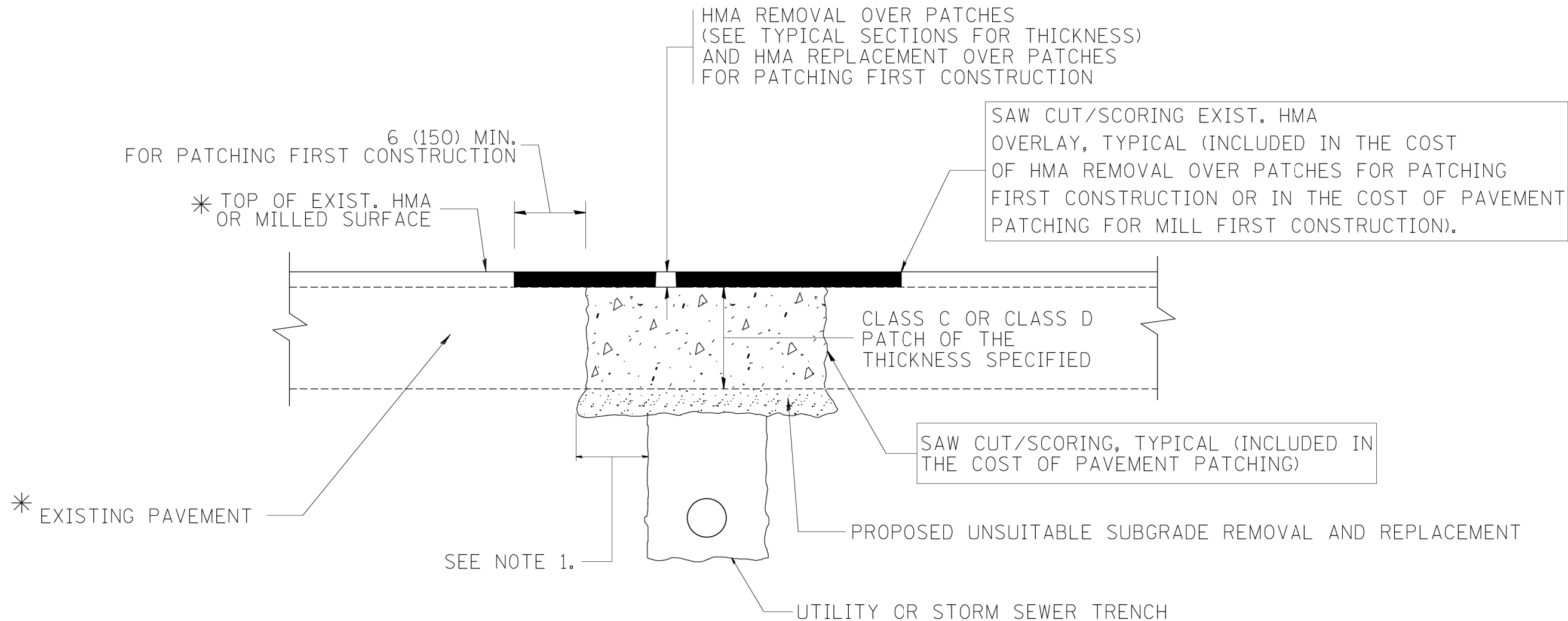
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	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR  
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	165
BD600-03 (BD-8)		CONTRACT NO. 61F58		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

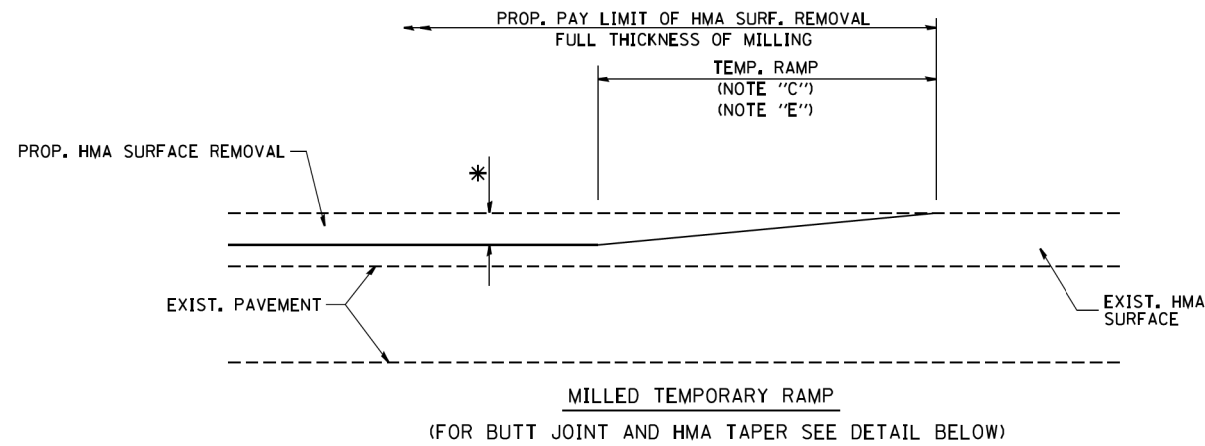
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		PLOT DATE = 10/27/2008	REVISED - K. ENG 10-27-08

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

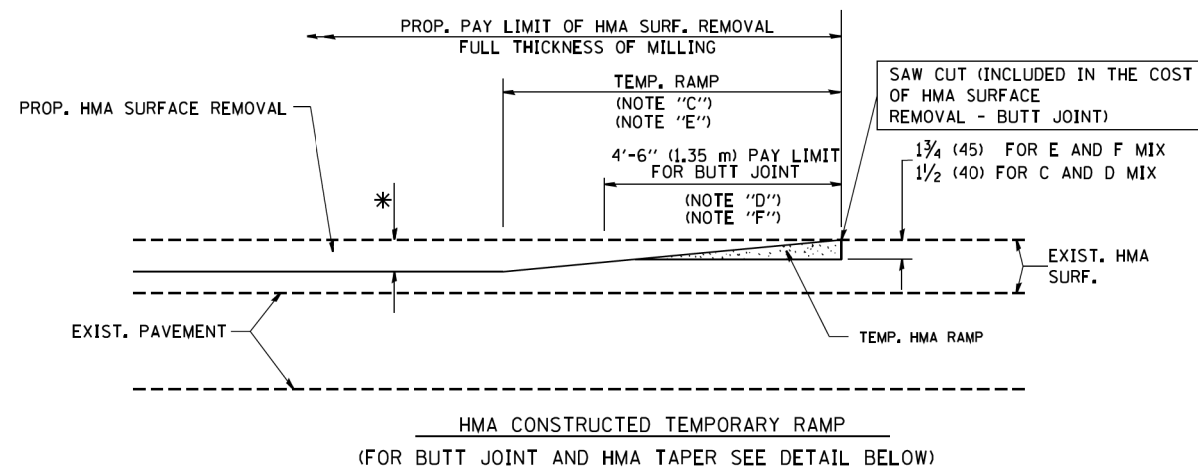
**PAVEMENT PATCHING FOR  
HMA SURFACED PAVEMENT**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

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BD400-04 (BD-22)			CONTRACT NO. 61F58	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

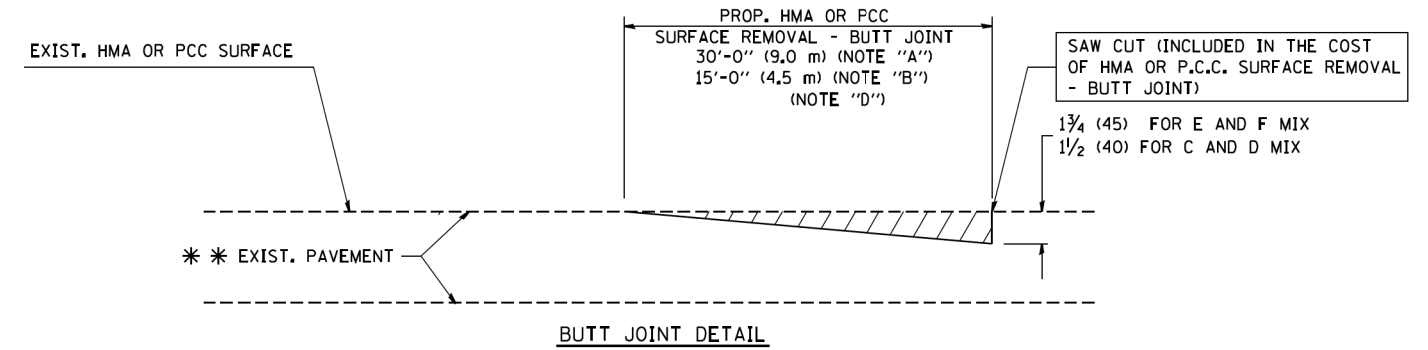


**OPTION 1**

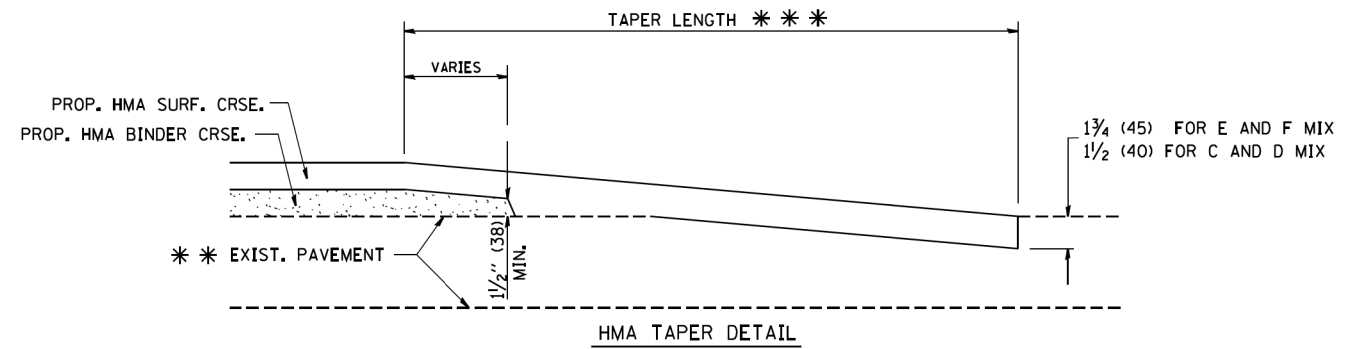


**OPTION 2**

**TYPICAL TEMPORARY RAMP**



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

\* \* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

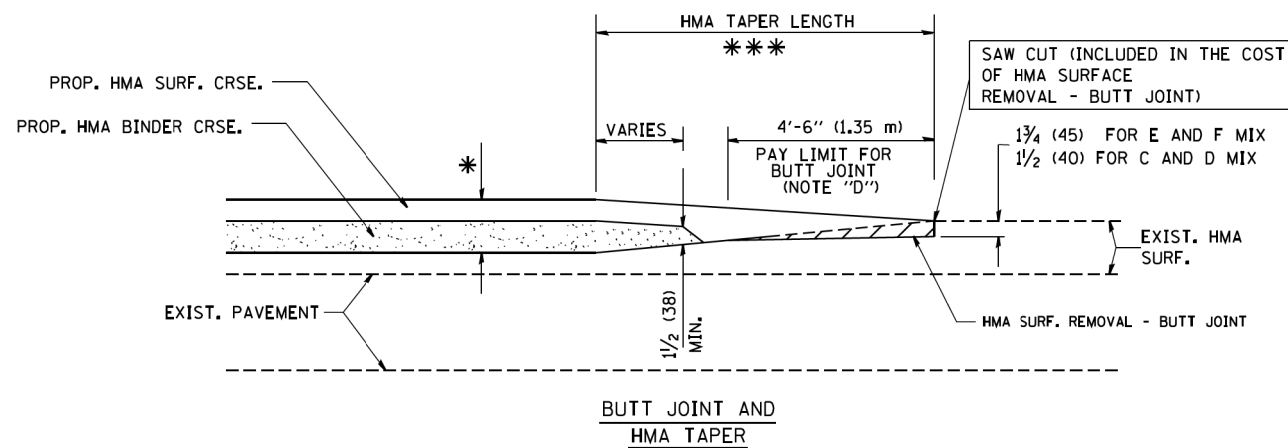
**NOTES**

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
  - B: MINOR SIDE ROADS.
  - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
  - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
  - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
  - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
  - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- \* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- \* \* \* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")  
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

**BASIS OF PAYMENT:**

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.



**TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING**

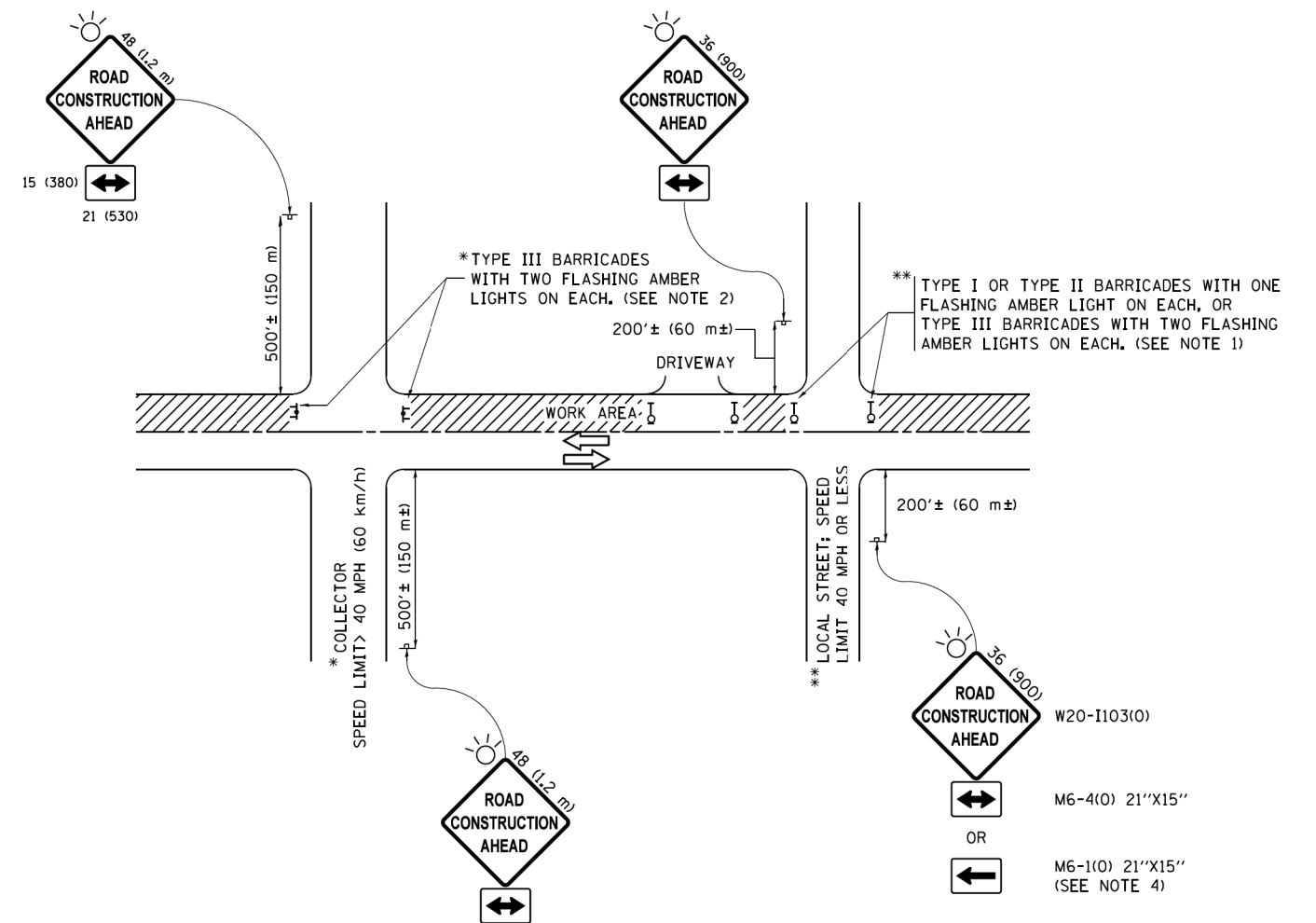
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	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>BUTT JOINT AND HMA TAPER DETAILS</b>	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 167
BD400-05 BD32			CONTRACT NO. 61F58	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





**NOTES:**

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

All dimensions are in inches (millimeters) unless otherwise shown.

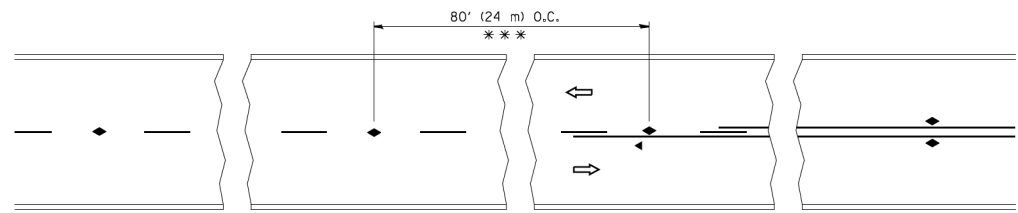
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	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL AND PROTECTION FOR  
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

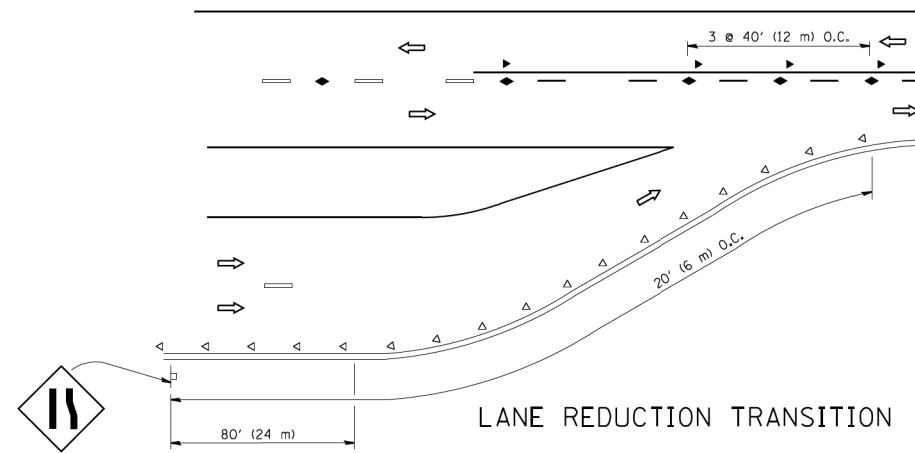
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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<b>TC-10</b>		<b>CONTRACT NO. 61F58</b>		
ILLINOIS FED. AID PROJECT				

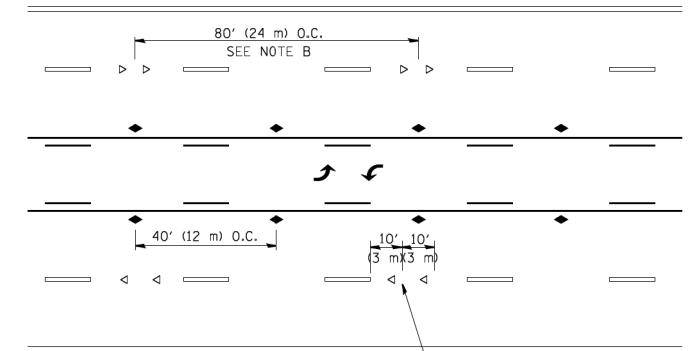


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

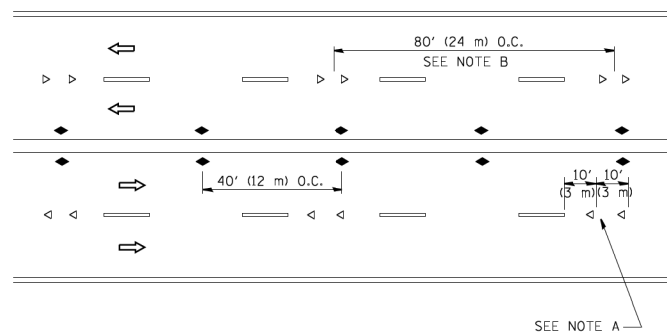
TWO-LANE/TWO-WAY



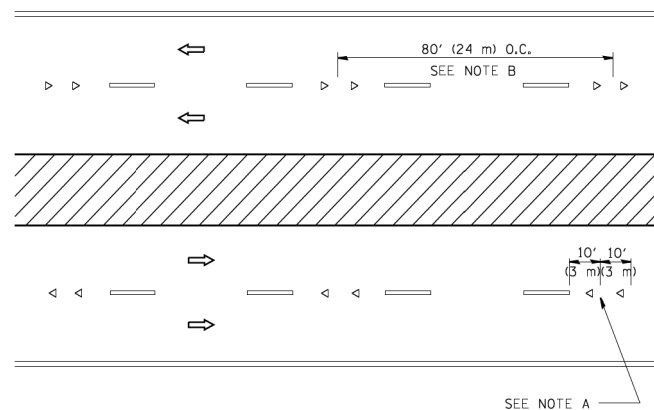
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

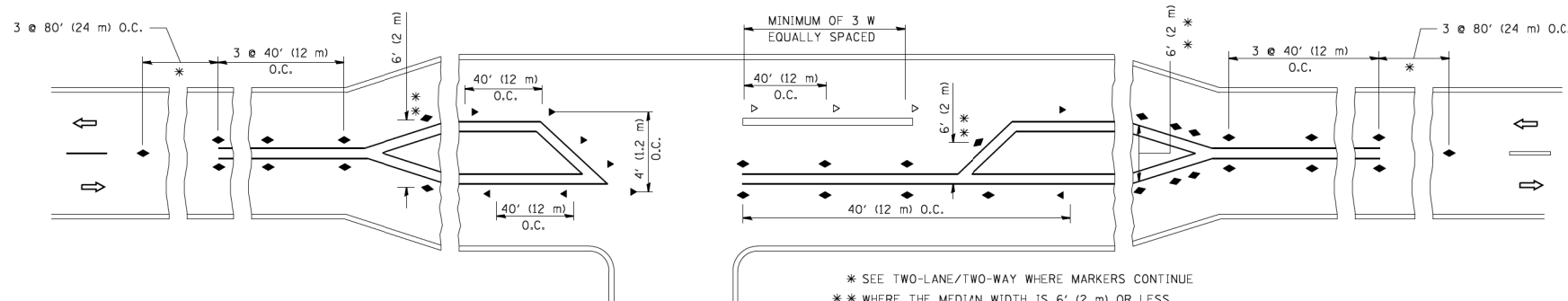
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- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



LEFT TURN

\* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE  
 \*\* WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

All dimensions are in inches (millimeters) unless otherwise shown.

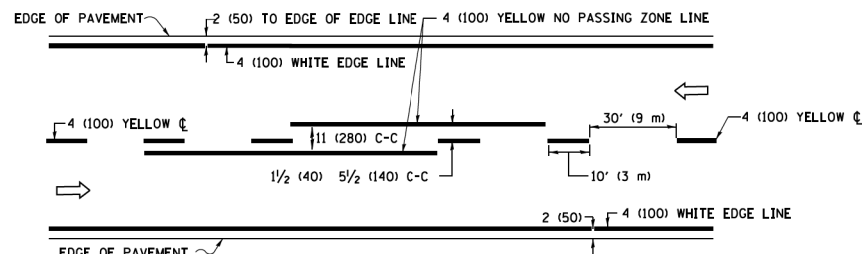
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		PLOT SCALE = 50.000' / IN.	REVISED - T. RAMMACHER 01-06-00
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

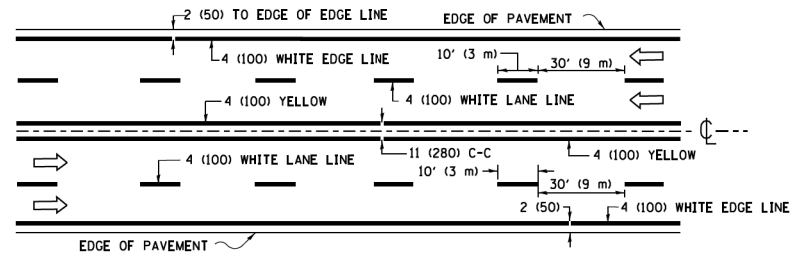
TYPICAL APPLICATIONS  
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

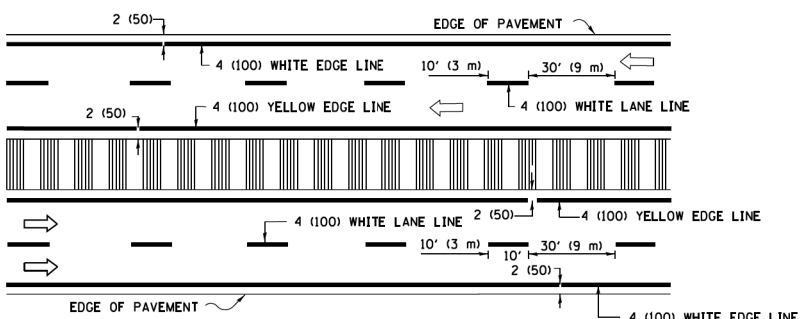
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	170
TC-11		CONTRACT NO. 61F58		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**2-LANE ROADWAY**

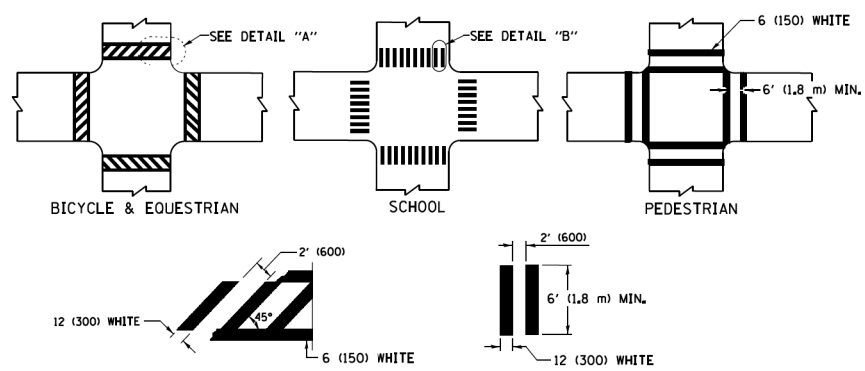


**MULTI-LANE UNDIVIDED**



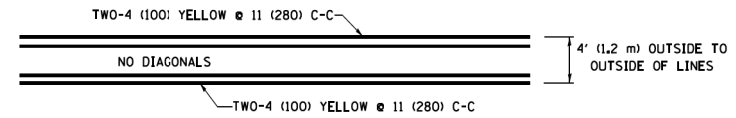
**MULTI-LANE DIVIDED WITH MEDIAN**

**TYPICAL LANE AND EDGE LINE MARKING**

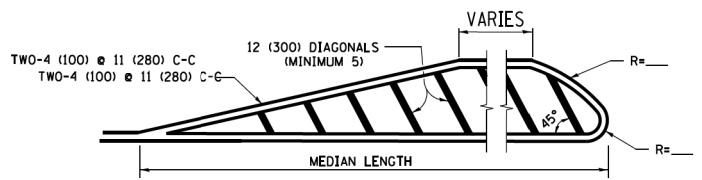


**TYPICAL CROSSWALK MARKING**

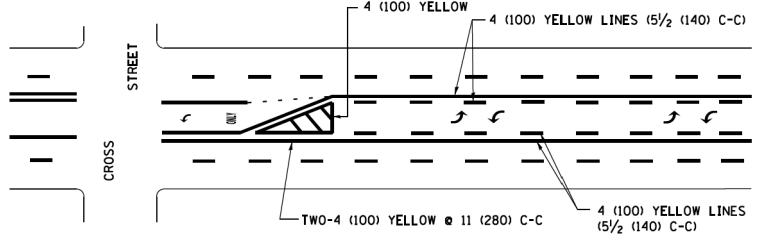
\* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



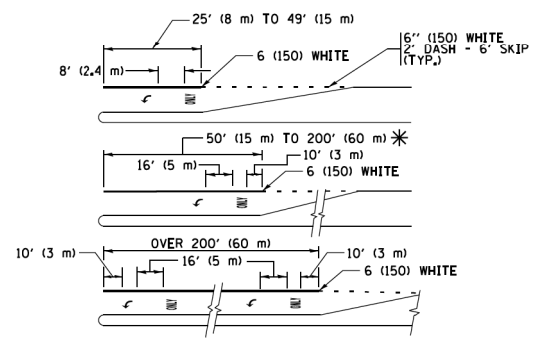
**4' (1.2 m) WIDE MEDIANS ONLY**



**MEDIANS OVER 4' (1.2 m) WIDE**



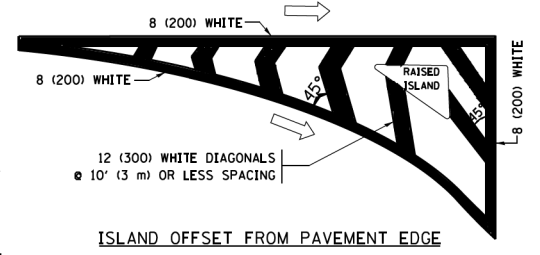
**MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING**



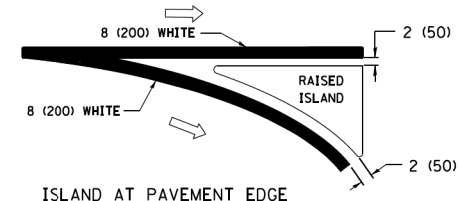
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

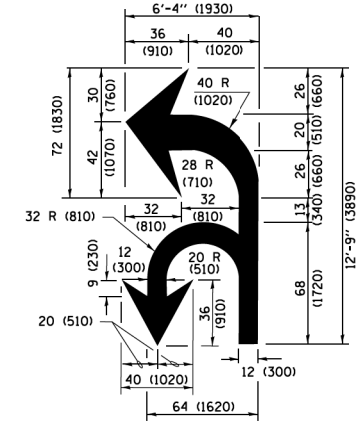
**TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING**



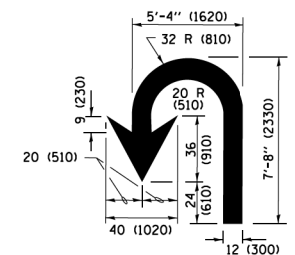
**ISLAND OFFSET FROM PAVEMENT EDGE**



**ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING**



**COMBINATION LEFT AND U-TURN**



**U-TURN**

**LANE REDUCTION TRANSITION**

\* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW WHITE WHITE	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES AREA OF "RR" IS 6' (1.8 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF "RR" IS 6' (1.8 m) "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

All dimensions are in inches (millimeters) unless otherwise shown.

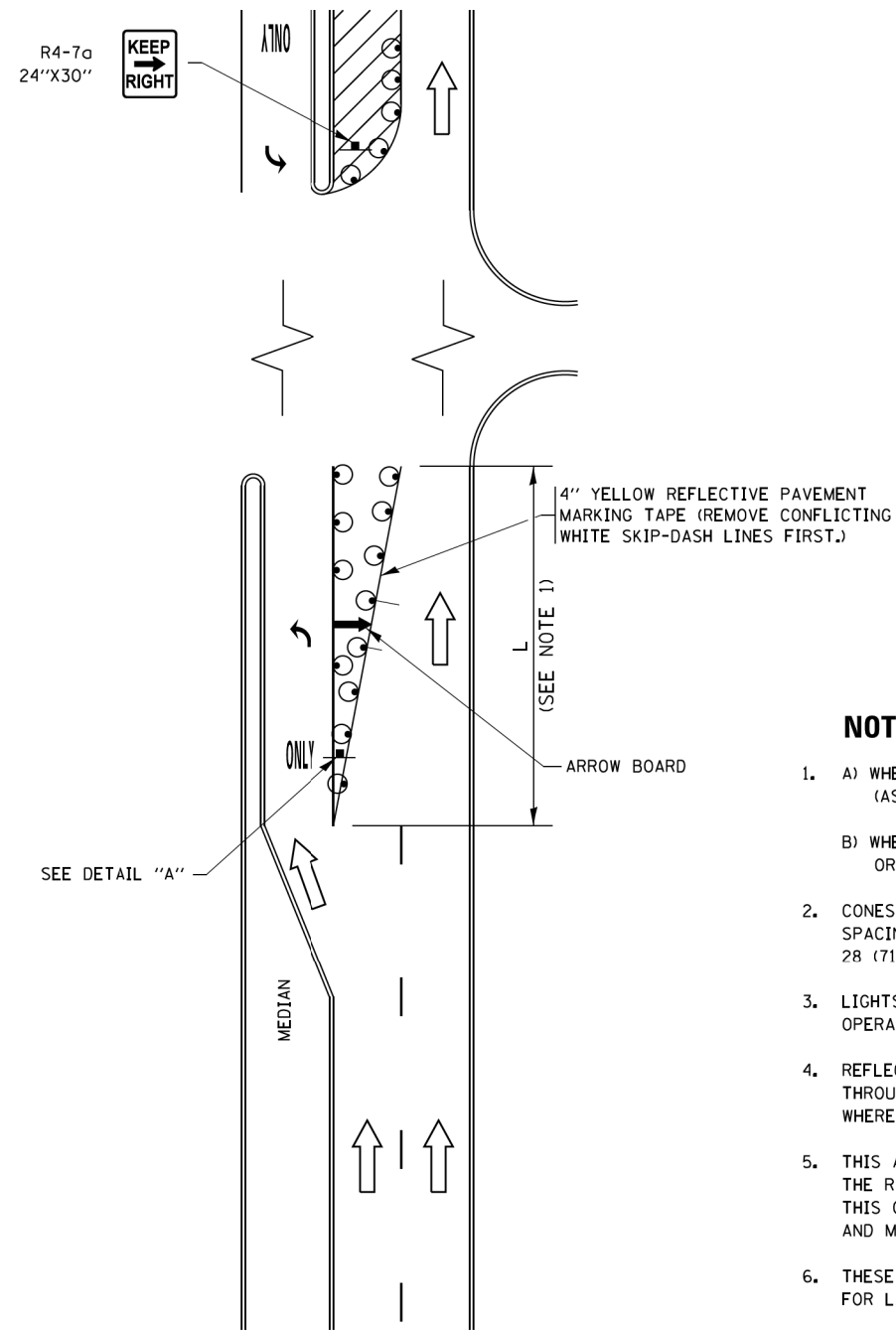
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18 1013.dgn 43045	PLOT DATE = 6/23/2017	CHECKED -	REVISED - C. JUCIUS 12-21-15
		DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

<b>DISTRICT ONE</b>			
<b>TYPICAL PAVEMENT MARKINGS</b>			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

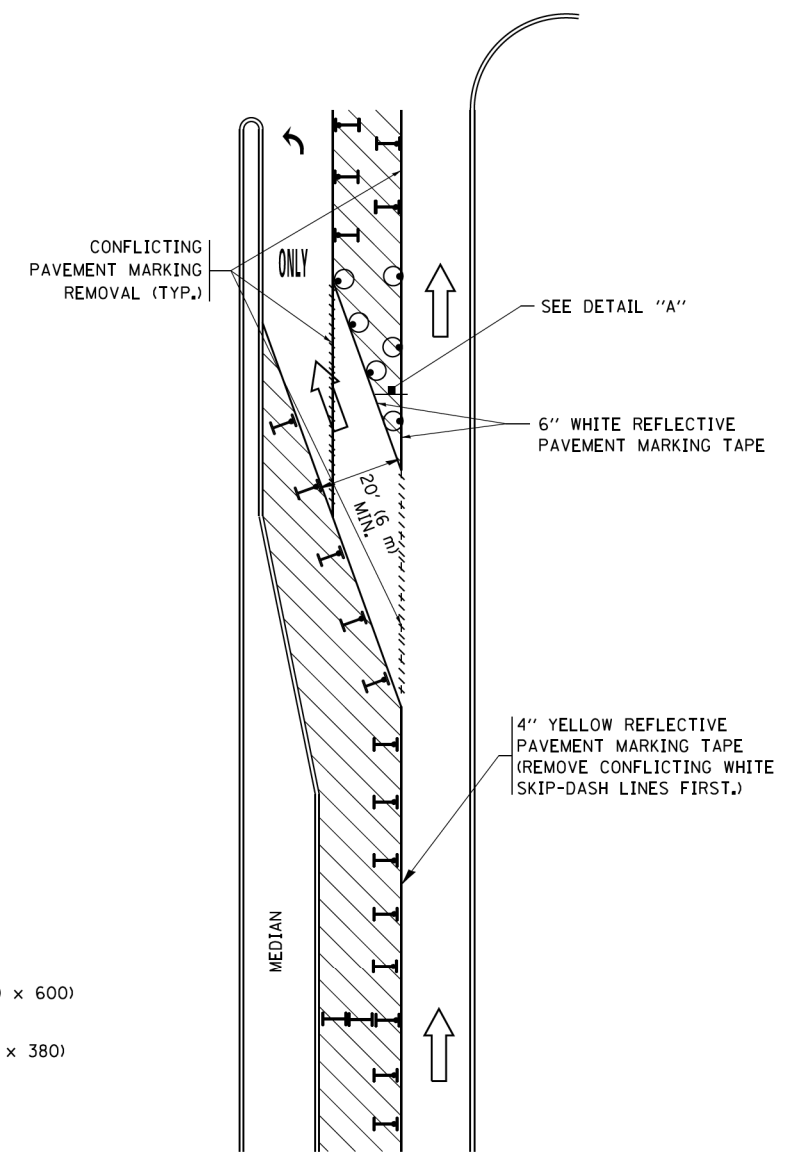
F.A. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 171
<b>TC-13</b>		CONTRACT NO. 61F58	ILLINOIS FED. AID PROJECT	

# TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



**FIGURE 1**

# TURN BAY ENTRANCE WITHIN A LANE CLOSURE



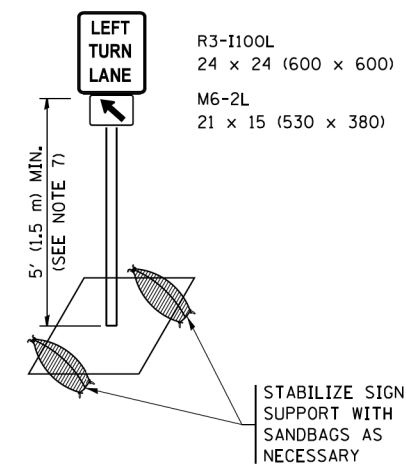
**FIGURE 2**

### LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

### NOTES:

1. A) WHEN "L" IS  $\leq$  THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.  
B) WHEN "L" IS  $>$  THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



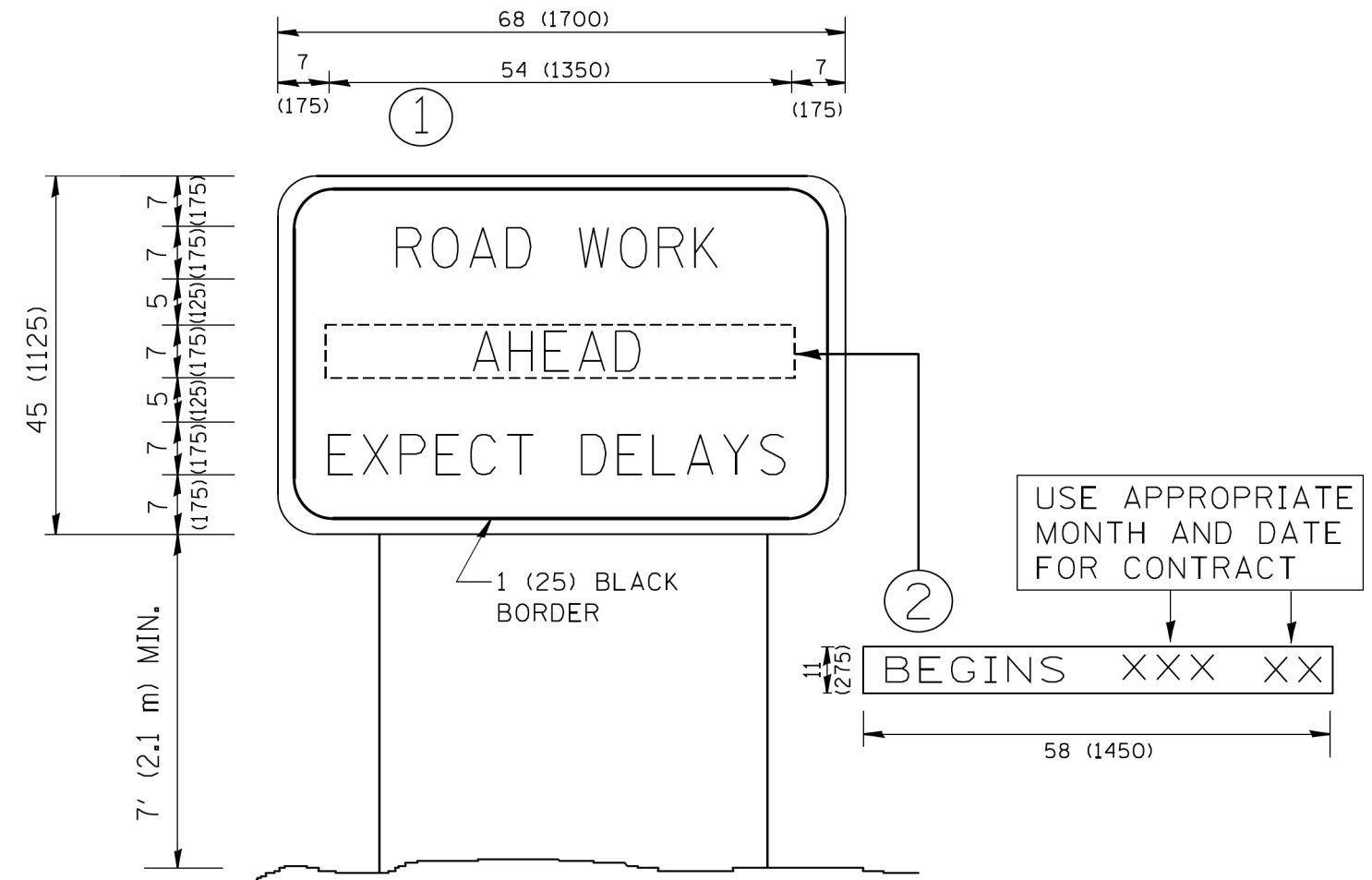
**DETAIL A**

All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = footemj	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	Default	REVISED - A. HOUSEH 10-07-95	REVISED - A. SCHUETZE 07-01-13					116/124	12-00116-00-CH	MCHENRY	208	172
	PLOT SCALE = 50.0000' / 1"	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16		<b>TC-14</b>			<b>CONTRACT NO. 61F58</b>				
	PLOT DATE = 9/15/2016	REVISED - T. RAMMACHER 01-06-00	REVISED -		SCALE: NONE			SHEET 1 OF 1 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT		







**NOTES:**

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

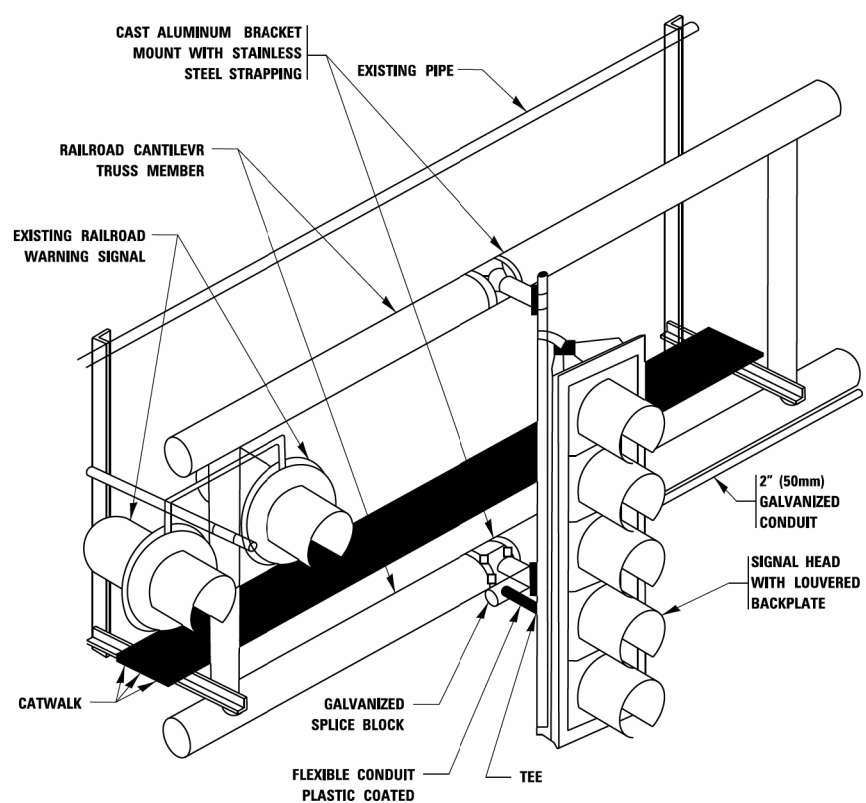
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		DRAWN -	REVISED - R. MIRS 12-11-97
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	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 174
TC-22		CONTRACT NO. 61F58		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



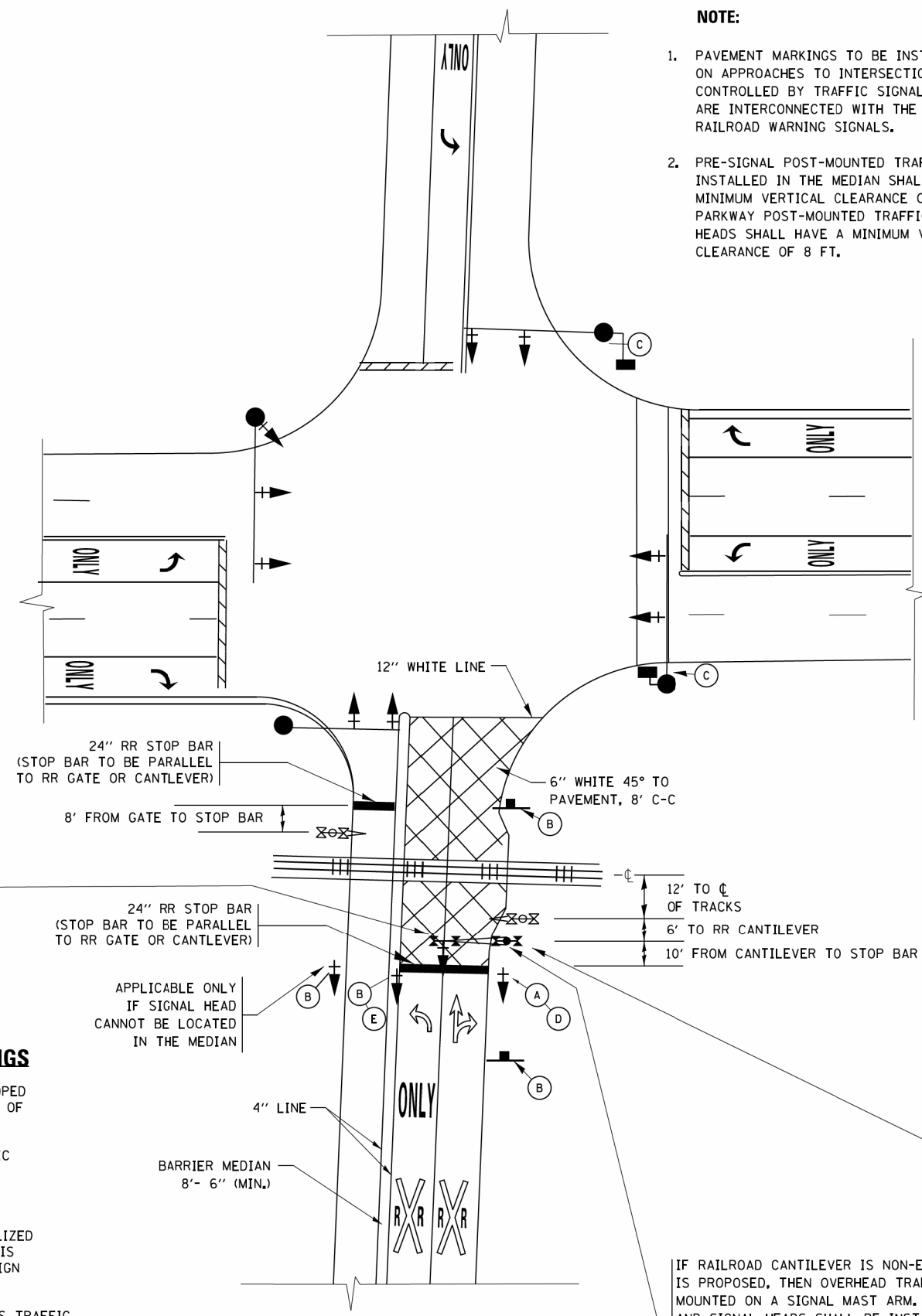
**RAILROAD CANTILEVER SIGNAL HEAD MOUNTING**  
 USE NON-CONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION  
 N.T.S.

**SIGNING AND PAVEMENT MARKING AT RAILROAD CROSSINGS**

SIGNING AND PAVEMENT MARKING TRAFFIC CONTROL STANDARD (TC-23) HAS BEEN DEVELOPED IN CONSULTATION WITH THE ILLINOIS COMMERCE COMMISSION AND THE U.S. DEPARTMENT OF TRANSPORTATION'S GRADE CROSSING SAFETY TASK FORCE. THIS STANDARD PROVIDES INFORMATION ON UPDATES TO THE PAVEMENT MARKING AND SIGNING DETAILS IN ORDER TO INCORPORATE CHANGES ADOPTED IN THE 2009 NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICE (MUTCD). THESE NEW DETAILS HAVE BEEN STUDIED AND TESTED BY THE DEPARTMENT AND ACCEPTED BY THE ILLINOIS COMMERCE COMMISSION.

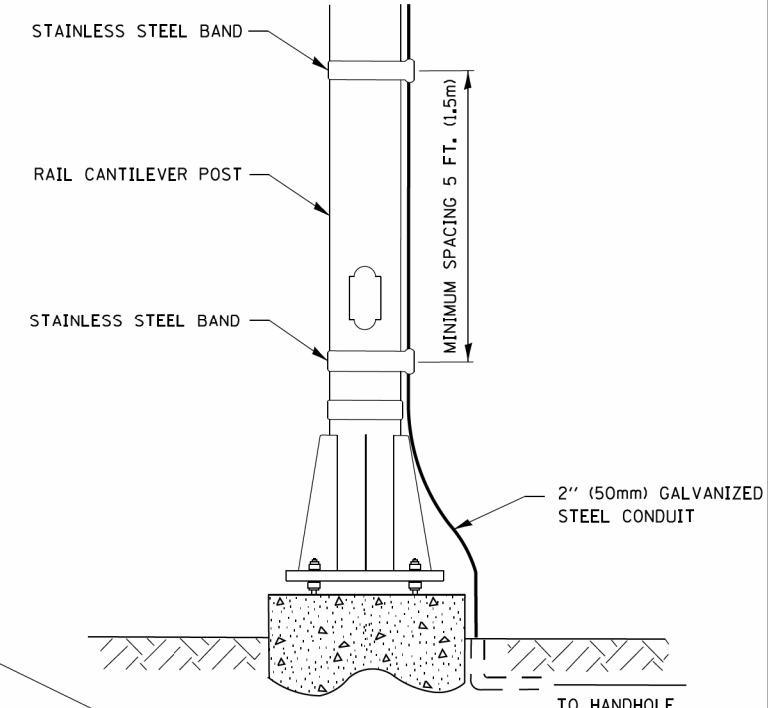
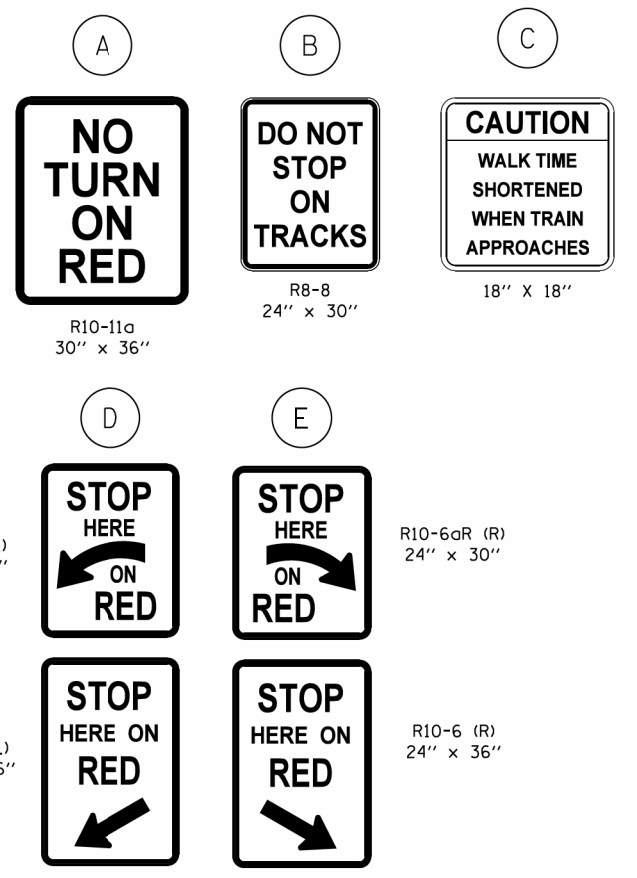
THIS APPLIES TO PROJECTS WHICH INCLUDE RAILROAD INTERCONNECTED TRAFFIC SIGNALS, WITH OR WITHOUT PRE-SIGNALS. THIS STANDARD ALSO APPLIES TO NON-SIGNALIZED INTERSECTIONS THAT ARE WITHIN 81 FEET OF A RAILROAD GRADE CROSSING. THE ILLINOIS SUPPLEMENT TO THE MUTCD SHOULD BE CONSULTED FOR ADDITIONAL INFORMATION ON SIGN REQUIREMENTS AT NON-SIGNALIZED INTERSECTIONS NEAR RAILROAD GRADE CROSSINGS.

THESE DETAILS WILL BE INCLUDED IN A FUTURE UPDATE TO THE BUREAU OF OPERATIONS TRAFFIC POLICIES AND PROCEDURES MANUAL.



**SIGNALIZED INTERSECTION WITH NEAR-SIDE TRAFFIC SIGNAL**

- NOTE:**
- PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
  - PRE-SIGNAL POST-MOUNTED TRAFFIC SIGNAL HEADS INSTALLED IN THE MEDIAN SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 4.5 FT. PARKWAY POST-MOUNTED TRAFFIC SIGNAL HEADS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 8 FT.



**SIGNAL CONDUIT CONNECTION TO RAIL CANTILEVER DETAIL**

USE NON-CONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED - 02-25-11
pw\1\084EBID\INTEG\Illinois.gov\PWIDOT\Documents\DOT_Offices\District 1\Projects\Dist 1\CAD\CADData\CADsheets\tc23.dgn		DRAWN -	REVISED - 04-26-12
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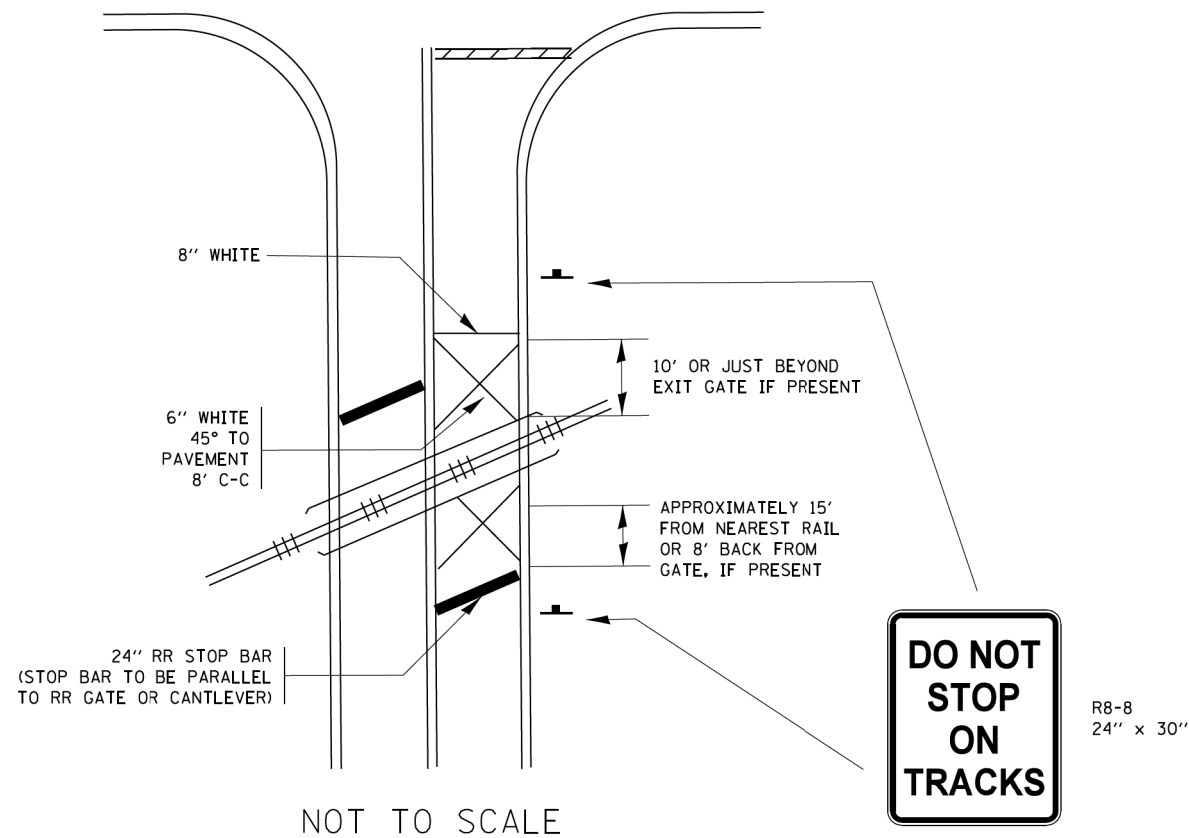
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS			
SCALE: NONE	SHEET 1	OF 2 SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	175
TC-23			CONTRACT NO. 61F58	
ILLINOIS FED. AID PROJECT				

# TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS

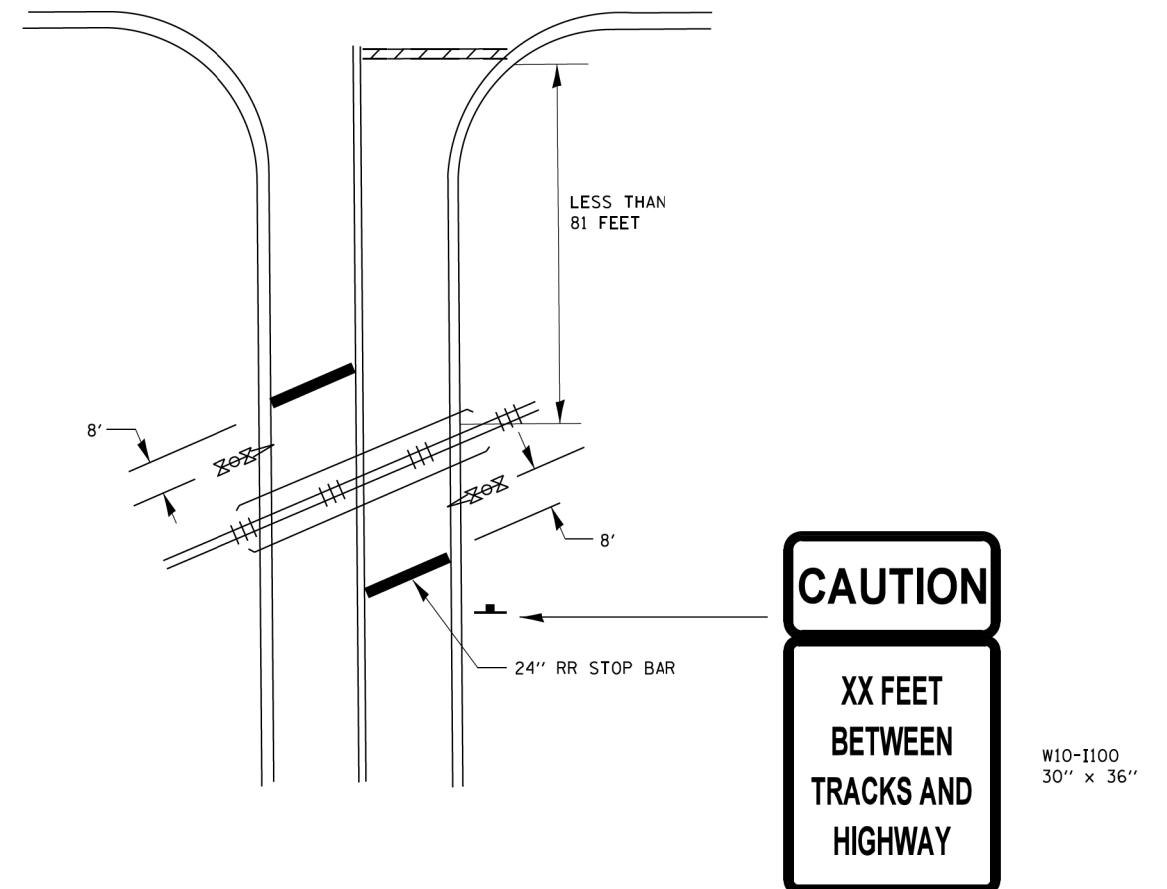
## WITH SIGNALIZED INTERSECTION



### NOTE:

- PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION. (SEE DETAIL FOR PRE-SIGNALS).

## WITH NON-SIGNALIZED INTERSECTION 81' OR LESS TO CLOSEST RAIL

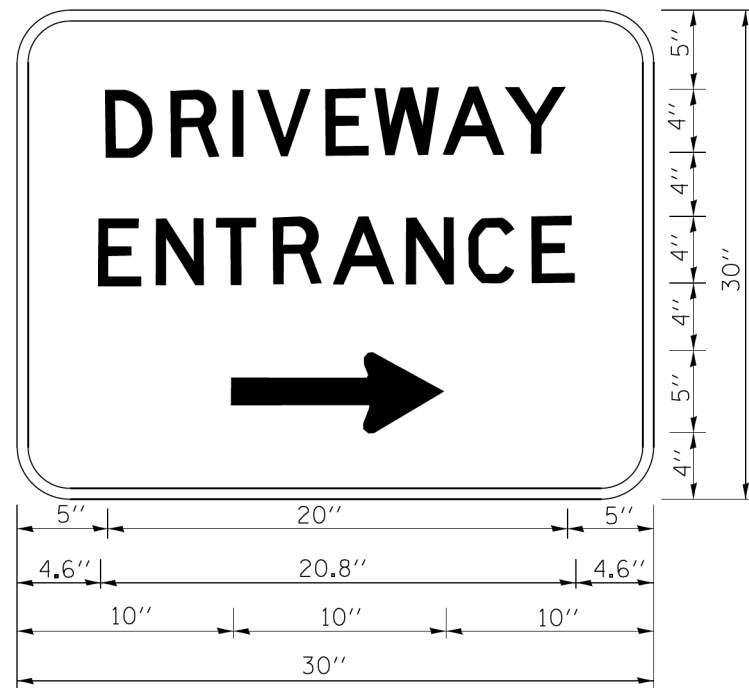


### NOTE:

- DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET FROM THE RAIL CLOSEST TO THE INTERSECTION OR FROM THE CLOSEST POINT ALONG THE EXIT GATE IF PRESENT OVER THE ROADWAY WHEN IN THE LOWERED POSITION TO THE STOP BAR OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET. WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
- THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKING EXTEND TO THE INTERSECTION.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)  
UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED - 02-25-11	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	Default	CHECKED -	REVISED - 04-26-12					116/124	12-00116-00-CH	MCHENRY	208	176
		DATE -	REVISED - A.R. 07-11-16		<b>TC-23</b>		<b>CONTRACT NO. 61F58</b>					
					SCALE: NONE		SHEET 2 OF 2 SHEETS		STA. TO STA.		ILLINOIS FED. AID PROJECT	



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED  
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

**NOTES:**

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE  
 PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN)  
 SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY  
 AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE  
 FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

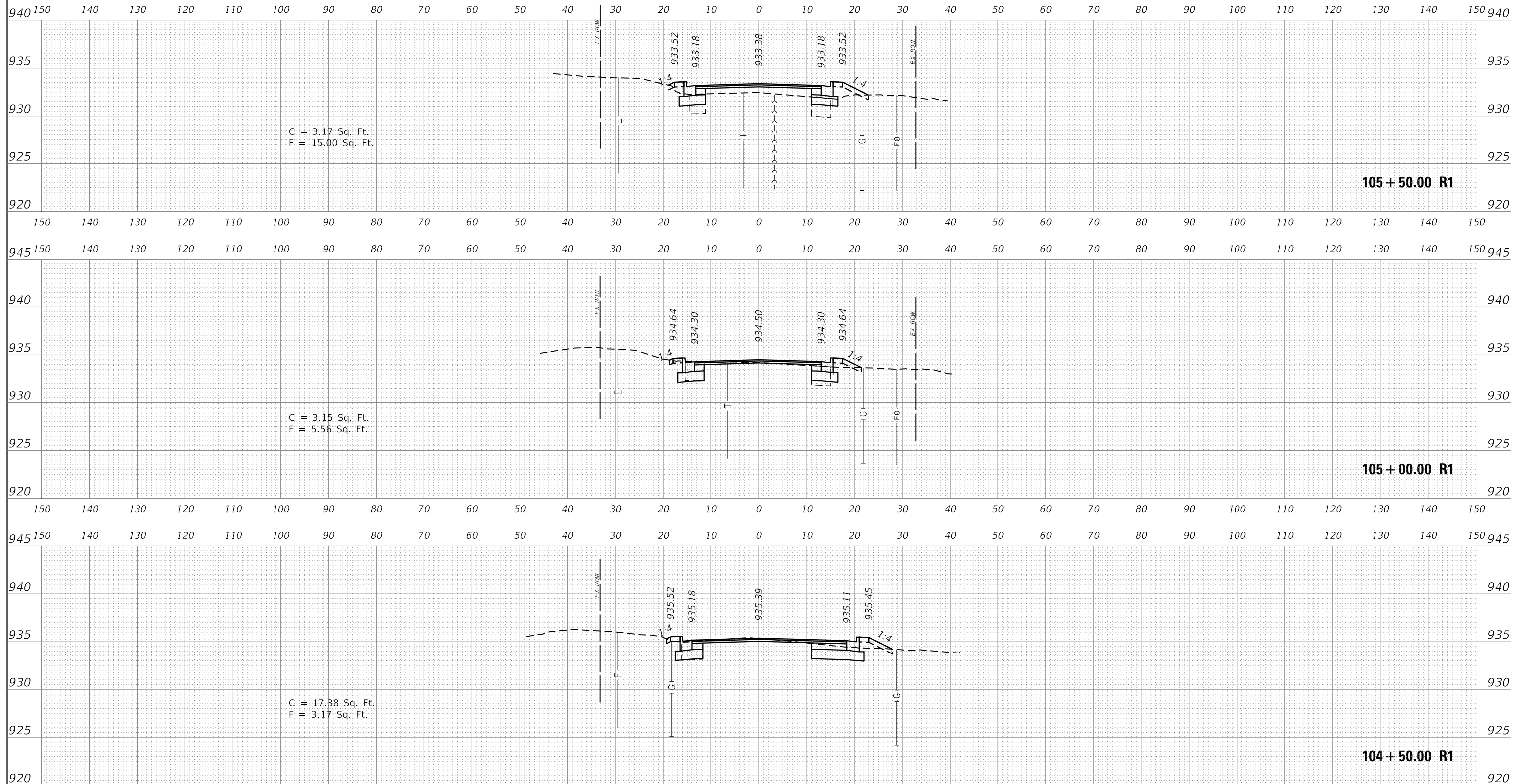
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		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY ENTRANCE SIGNING**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	177
<b>TC-26</b>			<b>CONTRACT NO. 61F58</b>	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



FILE NAME =	DESIGNED - KJD	REVISED -
	DRAWN - RWK	REVISED -
USER NAME = jreambillo	CHECKED - DFL	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -

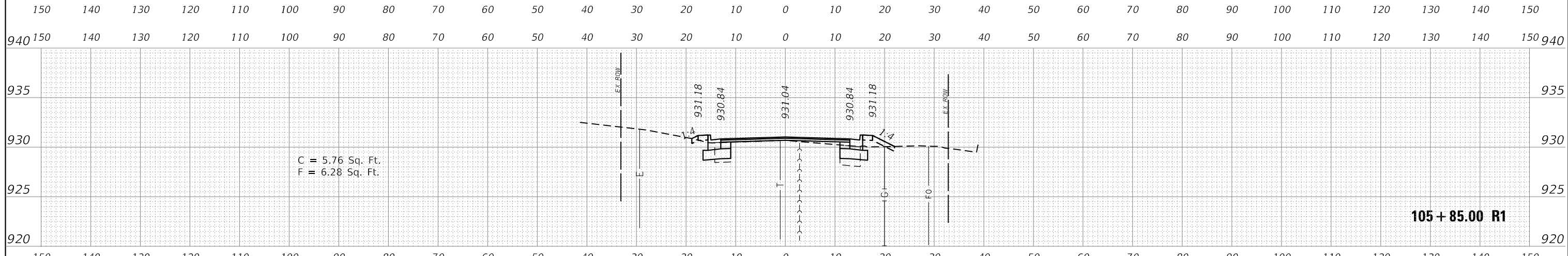
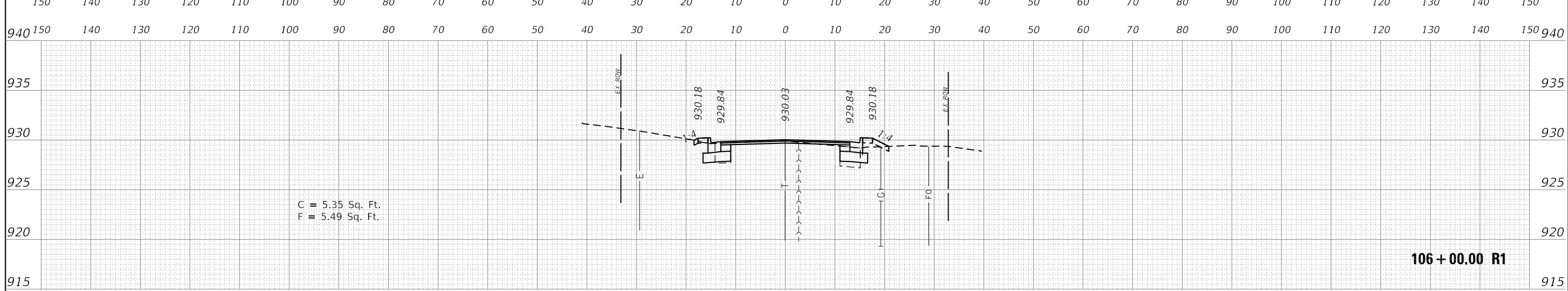
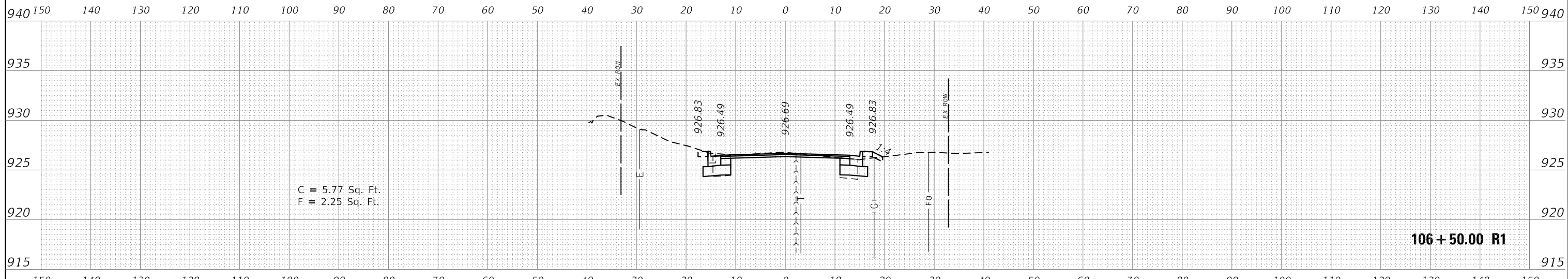


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

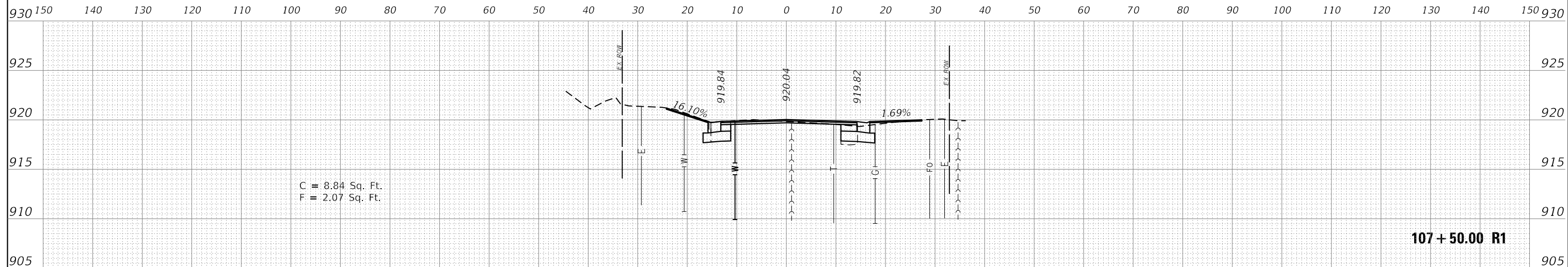
**CROSS SECTIONS CRYSTAL LAKE AVENUE  
STA. 104 + 50 TO STA. 105 + 50**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

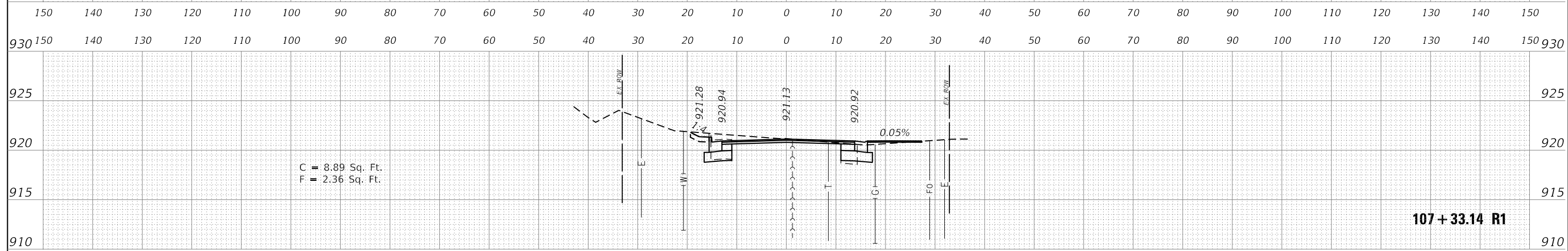
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	178
CONTRACT NO. 61F58			ILLINOIS FED. AID PROJECT	



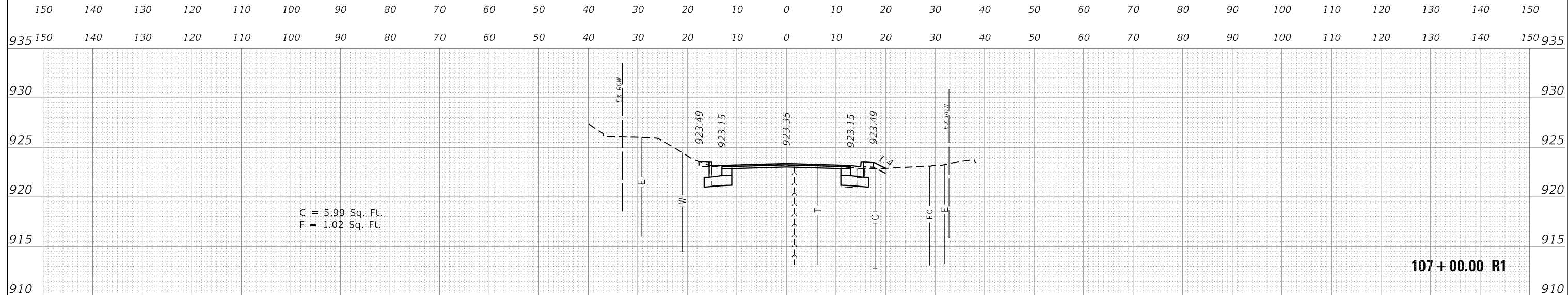
FILE NAME =	DESIGNED - KJD	REVISED -	 Alfred Benesch & Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>				<b>CROSS SECTIONS CRYSTAL LAKE AVENUE</b> <b>STA. 105 + 85 TO STA. 106 + 50</b>				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = jreambillo	DRAWN - RWK	REVISED -										116/124	12-00116-00-CH	MCHENRY	208	179
PLOT DATE = 5/27/2019	CHECKED - DFL	REVISED -										CONTRACT NO. 61F58				
DATE - 5/28/2019	REVISED -	ILLINOIS FED. AID PROJECT														



107 + 50.00 R1



107 + 33.14 R1

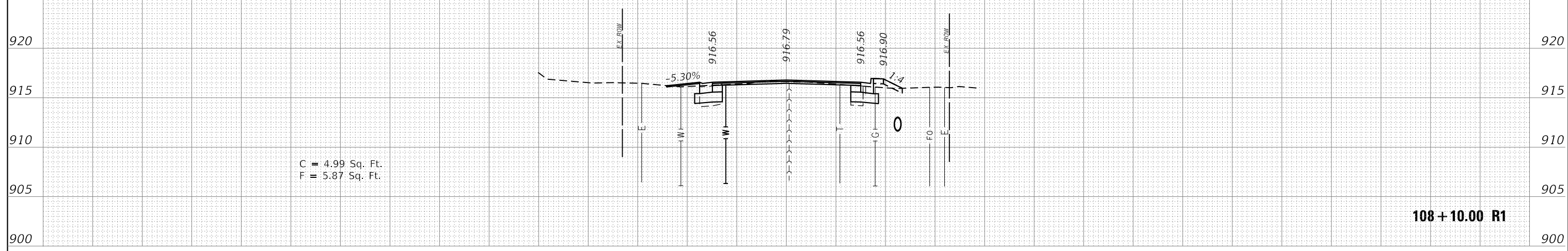


107 + 00.00 R1

FILE NAME =	DESIGNED - KJD	REVISED -	 Alfred Benesch & Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>				<b>CROSS SECTIONS CRYSTAL LAKE AVENUE</b> <b>STA. 107 + 00 TO STA. 107 + 50</b>				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = jreambillo	DRAWN - RWK	REVISED -						116/124	12-00116-00-CH	MCHENRY	208	180				
PLOT DATE = 5/27/2019	CHECKED - DFL	REVISED -		SCALE:				SHEET NO.	OF	SHEETS	STA.	TO	STA.	CONTRACT NO. 61F58		
DATE - 5/28/2019	REVISIED -	REVISED -												ILLINOIS FED. AID PROJECT		

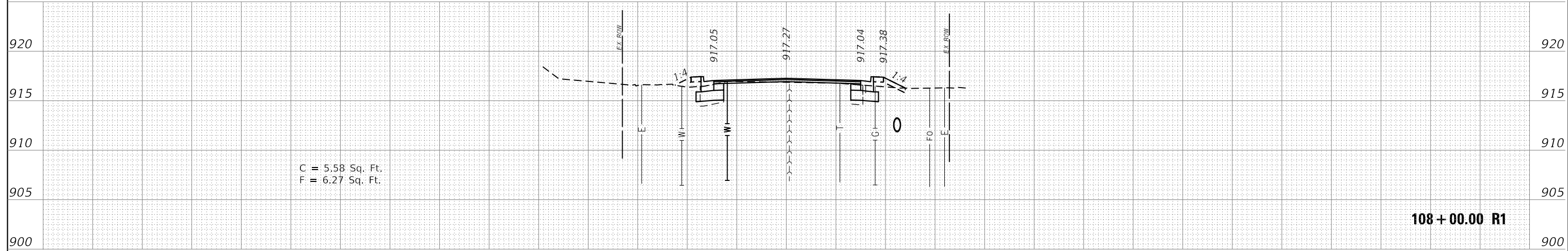


925 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 925



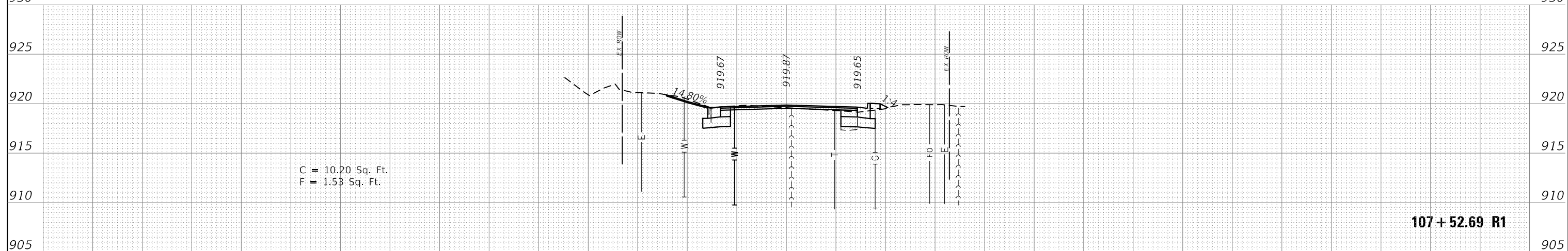
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925 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 925



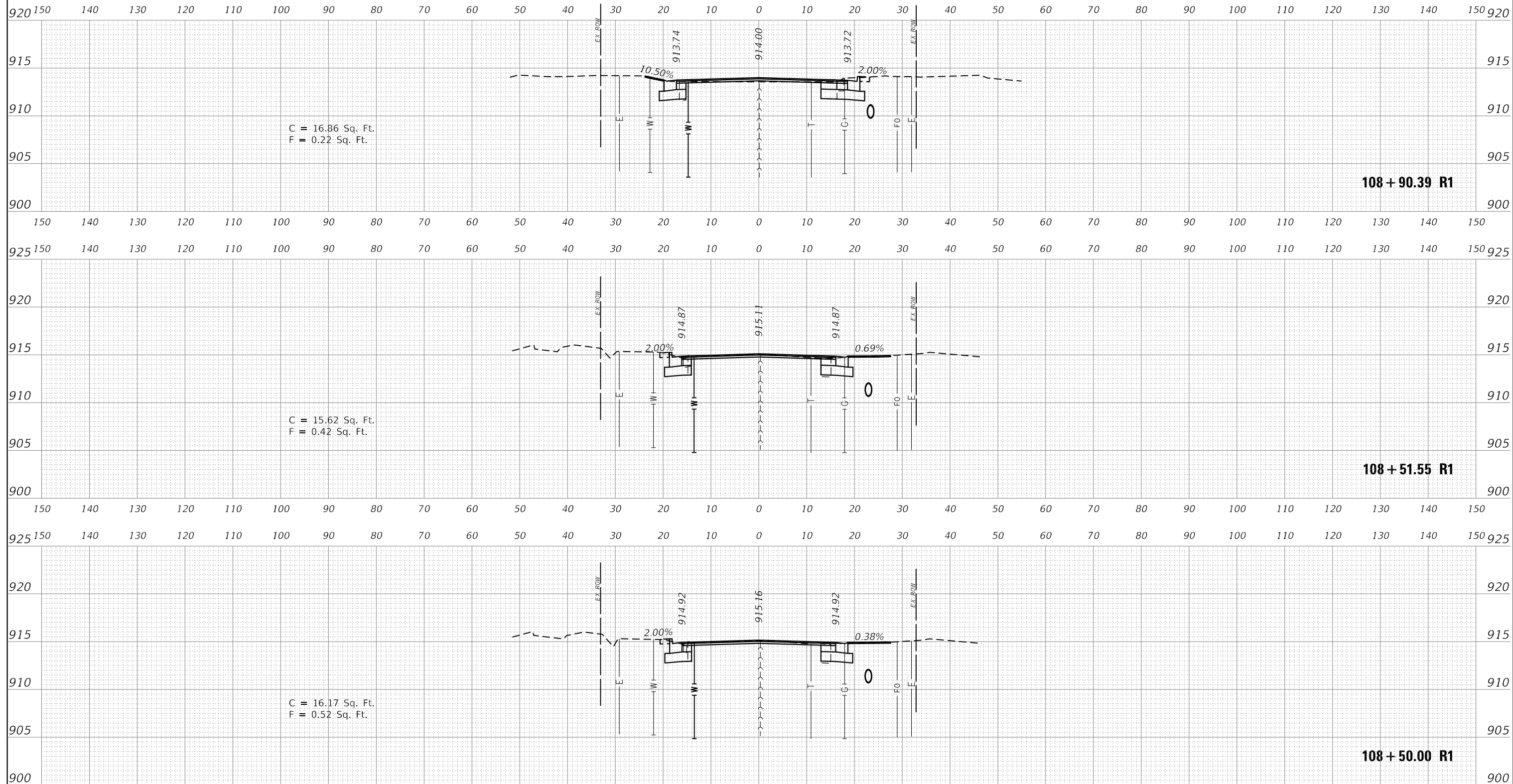
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

930 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 930



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FILE NAME =	DESIGNED - KJD	REVISED -	<p>Alfred Benesch &amp; Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214</p>	<p><b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b></p>				<p><b>CROSS SECTIONS CRYSTAL LAKE AVENUE</b> <b>STA. 107 + 52.69 TO STA. 108 + 10</b></p>				F.A.U. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 181
USER NAME = jreambillo	DRAWN - RWK	REVISED -						<p>SCALE: SHEET NO. OF SHEETS STA. TO STA.</p>				<p>CONTRACT NO. 61F58</p>				
PLOT DATE = 5/27/2019	CHECKED - DFL	REVISED -						<p>ILLINOIS FED. AID PROJECT</p>								



FILE NAME =	DESIGNED - KJD	REVISED -
	DRAWN - RWK	REVISED -
USER NAME = jreambillo	CHECKED - DFL	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -

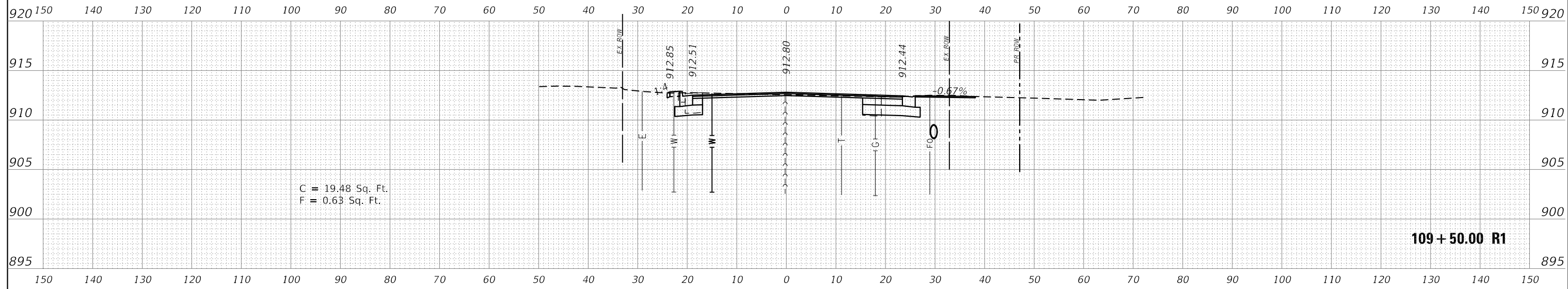


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

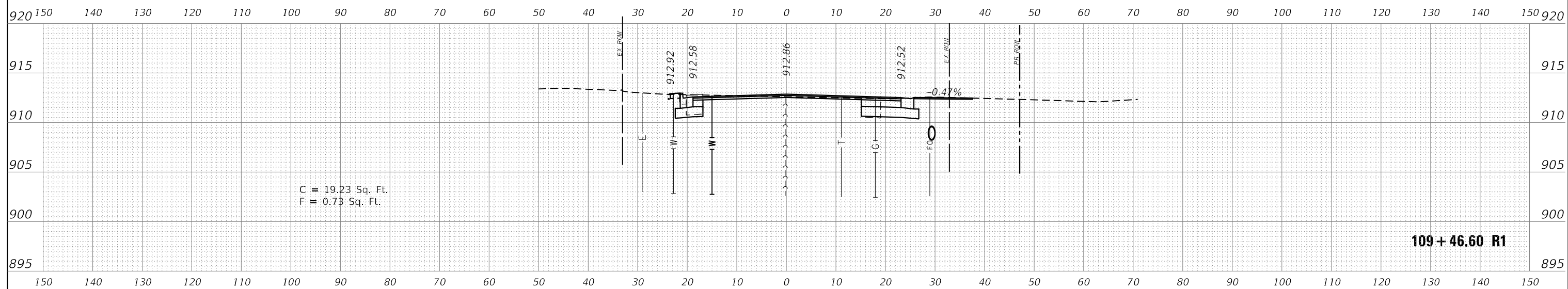
**CROSS SECTIONS CRYSTAL LAKE AVENUE  
STA. 108 + 50 TO STA. 108 + 90.39**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

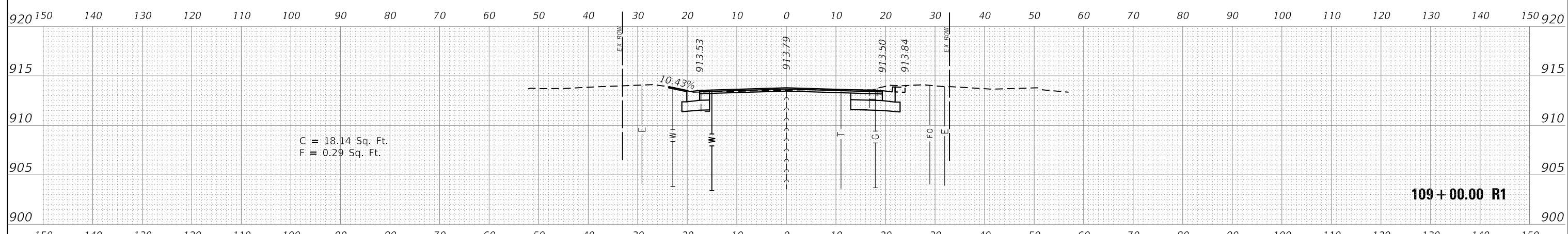
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	182
CONTRACT NO. 61F58			ILLINOIS FED. AID PROJECT	



109 + 50.00 R1



109 + 46.60 R1



109 + 00.00 R1

FILE NAME =	DESIGNED - KJD	REVISED -
	DRAWN - RWK	REVISED -
USER NAME = jreambillo	CHECKED - DFL	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -

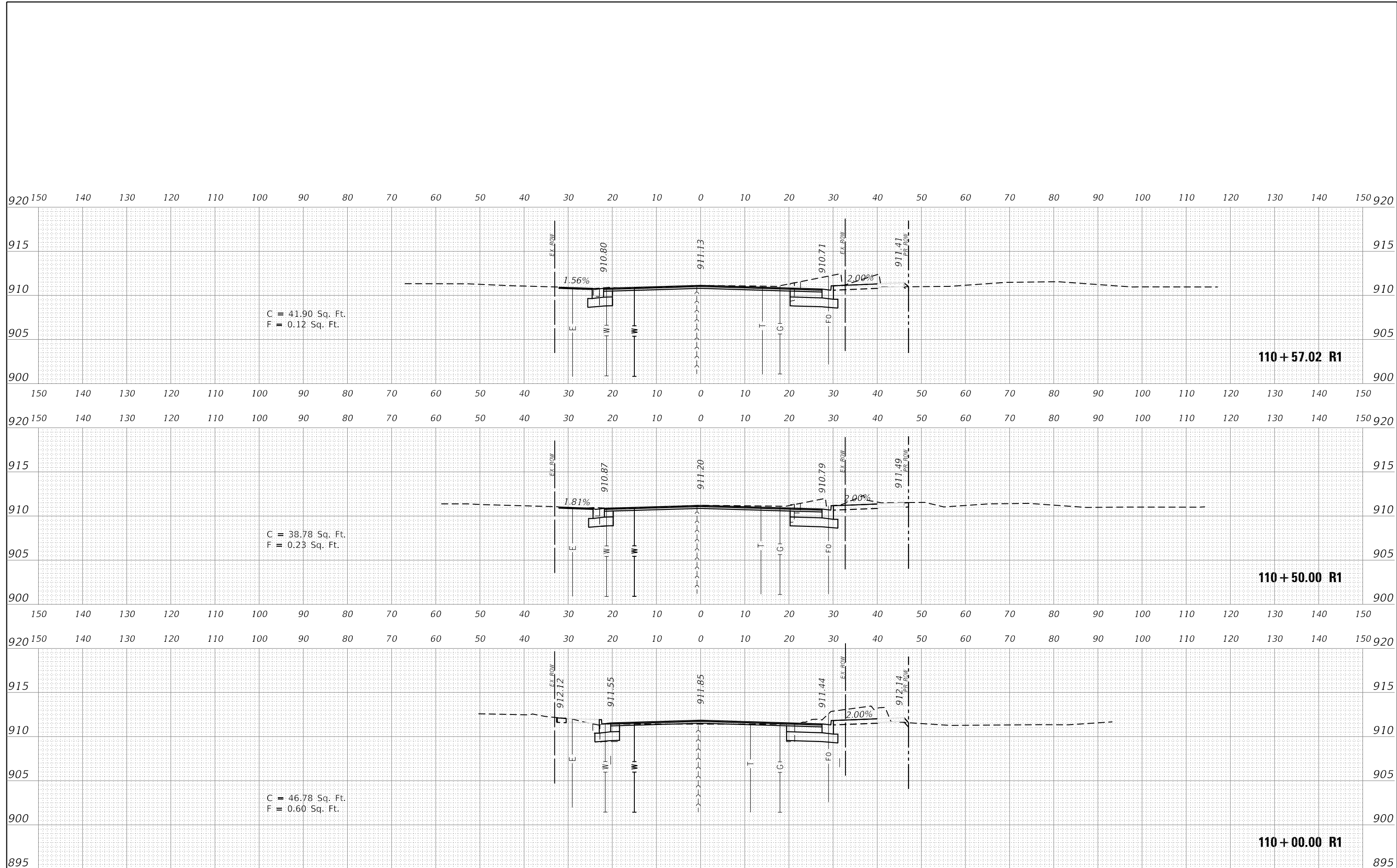


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS CRYSTAL LAKE AVENUE  
STA. 109+00 TO STA. 109+50

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	183
CONTRACT NO. 61F58			ILLINOIS FED. AID PROJECT	



C = 41.90 Sq. Ft.  
F = 0.12 Sq. Ft.


110 + 57.02 R1

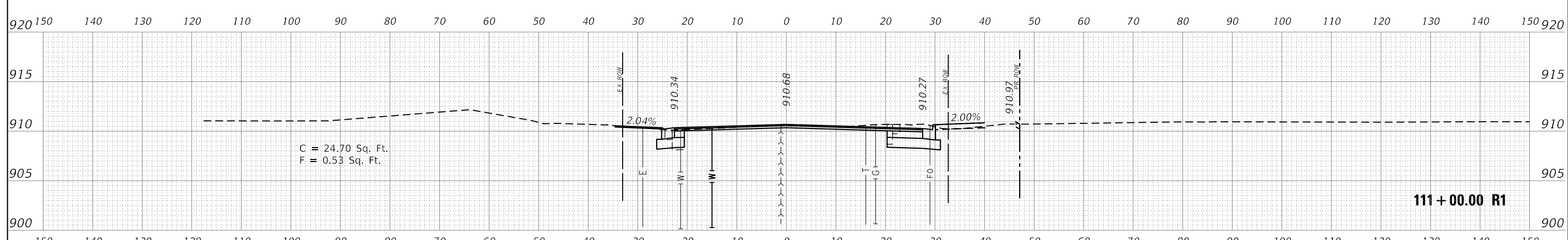
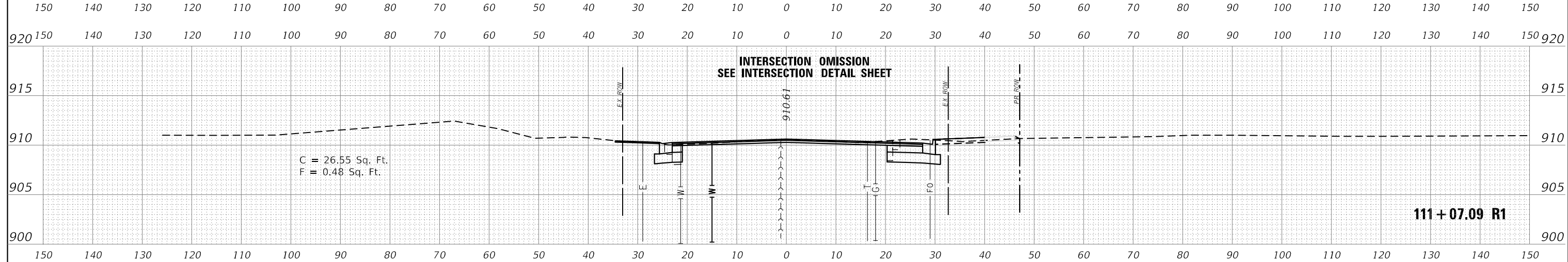
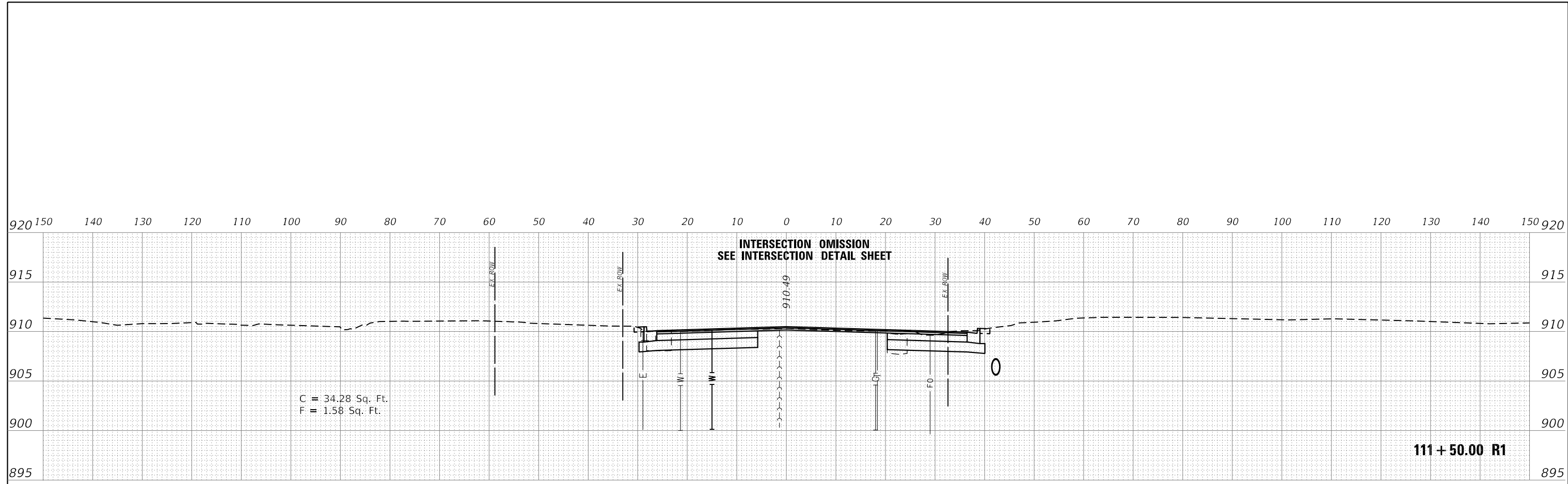
C = 38.78 Sq. Ft.  
F = 0.23 Sq. Ft.

110 + 50.00 R1

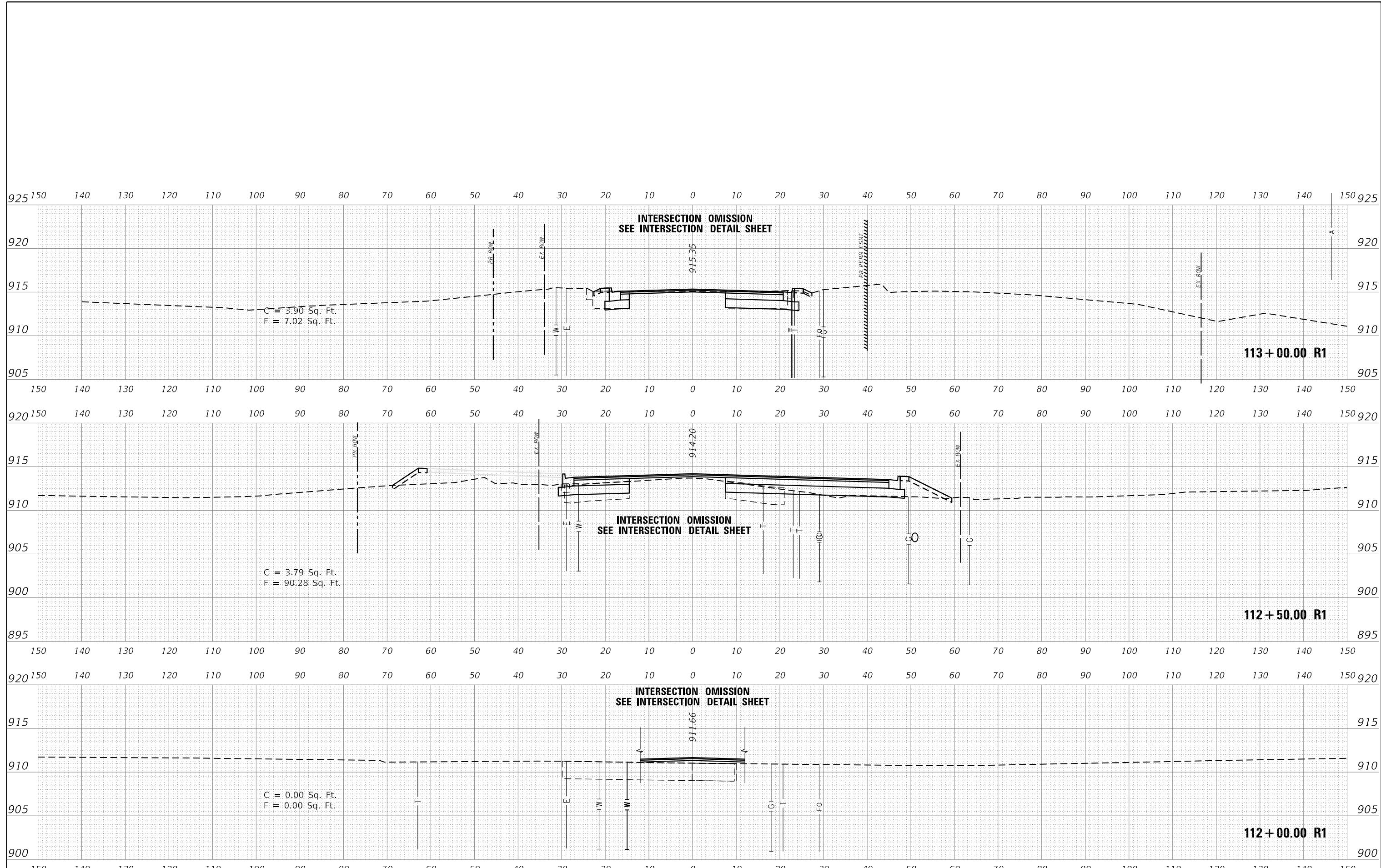
C = 46.78 Sq. Ft.  
F = 0.60 Sq. Ft.

110 + 00.00 R1

FILE NAME =	DESIGNED - KJD	REVISED -	 Alfred Benesch & Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>				<b>CROSS SECTIONS CRYSTAL LAKE AVENUE</b> <b>STA. 110 + 00 TO STA. 110 + 57.02</b>				F.A.U. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 184
USER NAME = jreambillo	DRAWN - RWK	REVISED -										SCALE:				SHEET NO.
PLOT DATE = 5/27/2019	CHECKED - DFL	REVISED -		DATE - 5/28/2019								ILLINOIS FED. AID PROJECT				



FILE NAME =	DESIGNED - KJD	REVISED -	 Alfred Benesch & Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>				<b>CROSS SECTIONS CRYSTAL LAKE AVENUE</b> <b>STA. 111+00 TO STA. 111+50</b>				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = jreambillo	DRAWN - RWK	REVISED -						116/124	12-00116-00-CH	MCHENRY	208	185				
PLOT DATE = 5/27/2019	CHECKED - DFL	REVISED -		SCALE:				SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 61F58				
DATE - 5/28/2019	DATE - 5/28/2019	REVISED -		ILLINOIS FED. AID PROJECT												



FILE NAME =	DESIGNED - KJD	REVISED -
	DRAWN - RWK	REVISED -
USER NAME = jreambillo	CHECKED - DFL	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -



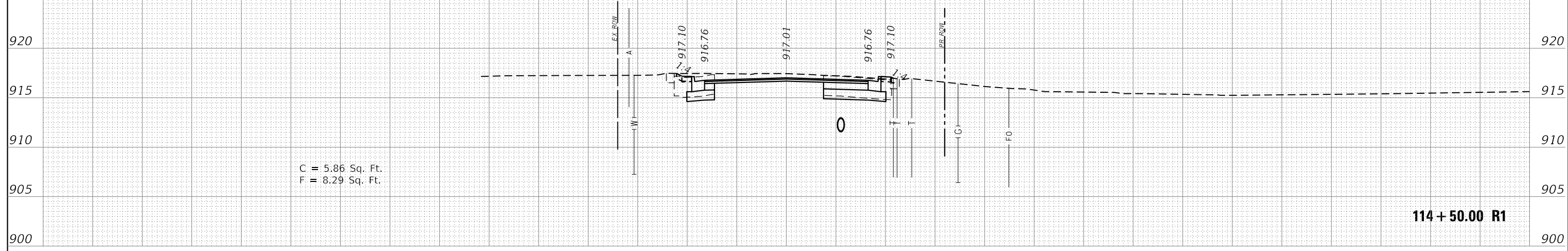
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS CRYSTAL LAKE AVENUE  
STA. 112 + 00 TO STA. 113 + 00**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

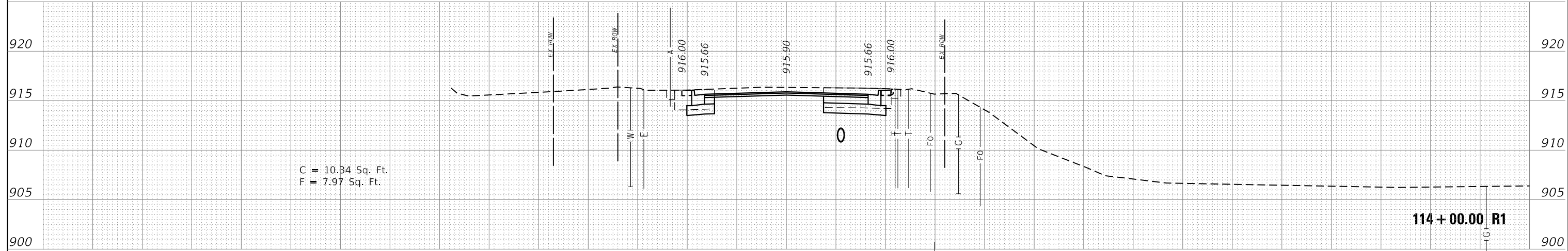
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	186
CONTRACT NO. 61F58				
ILLINOIS FED. AID PROJECT				

925 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 925



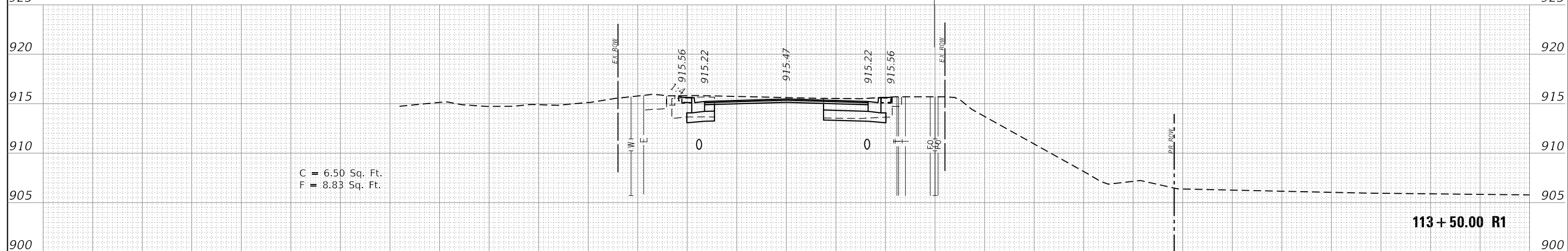
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925 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 925



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

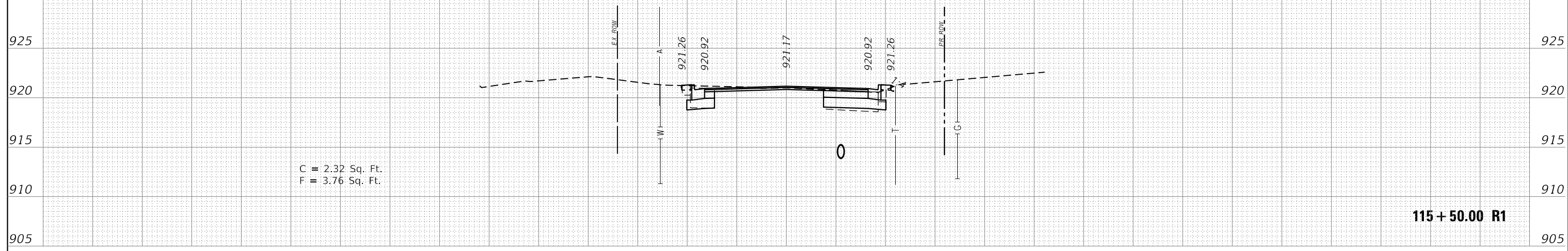
925 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 925



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

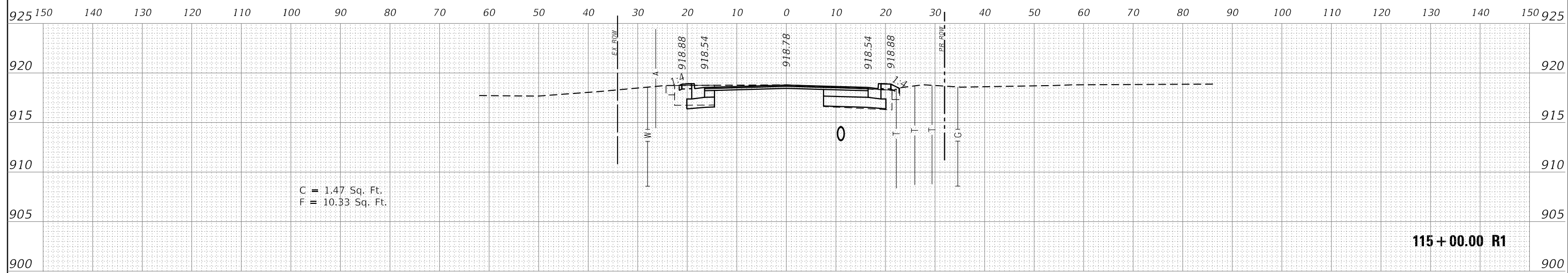
FILE NAME =	DESIGNED - KJD	REVISED -	 Alfred Benesch & Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>				<b>CROSS SECTIONS CRYSTAL LAKE AVENUE</b> <b>STA. 113 + 50 TO STA. 114 + 50</b>				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = jreambillo	DRAWN - RWK	REVISED -						116/124	12-00116-00-CH	MCHENRY	208	187				
PLOT DATE = 5/27/2019	CHECKED - DFL	REVISED -		SCALE:      SHEET NO.    OF    SHEETS    STA.                    TO STA.				CONTRACT NO. 61F58 ILLINOIS FED. AID PROJECT								
DATE - 5/28/2019	REVISED -	REVISED -														

930 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 930



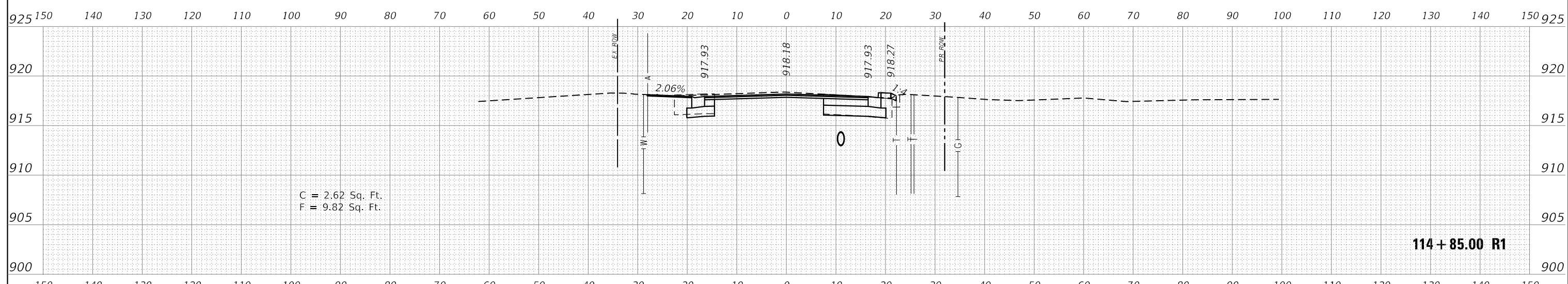
115 + 50.00 R1

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



115 + 00.00 R1

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



114 + 85.00 R1

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FILE NAME =	DESIGNED - KJD	REVISED -
	DRAWN - RWK	REVISED -
USER NAME = jreambillo	CHECKED - DFL	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -



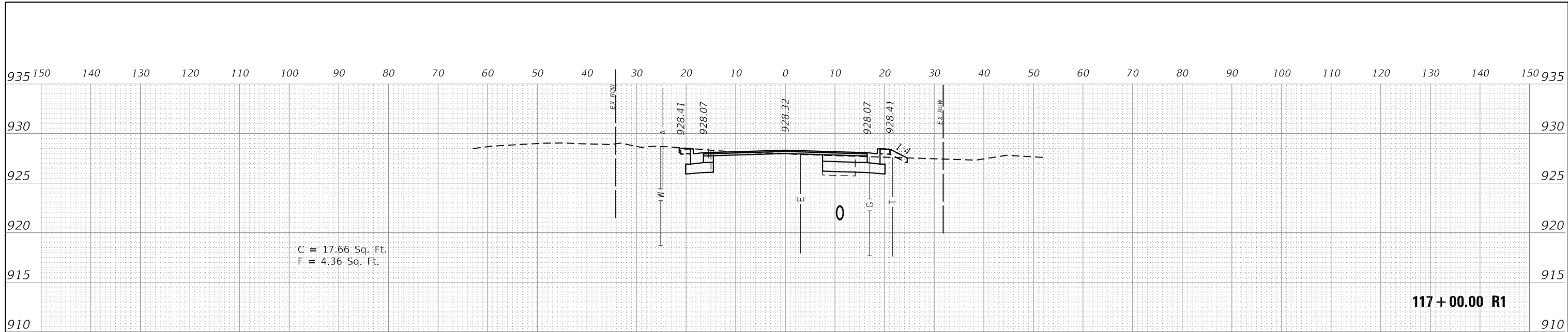
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS CRYSTAL LAKE AVENUE  
STA. 114 + 85 TO STA. 115 + 50

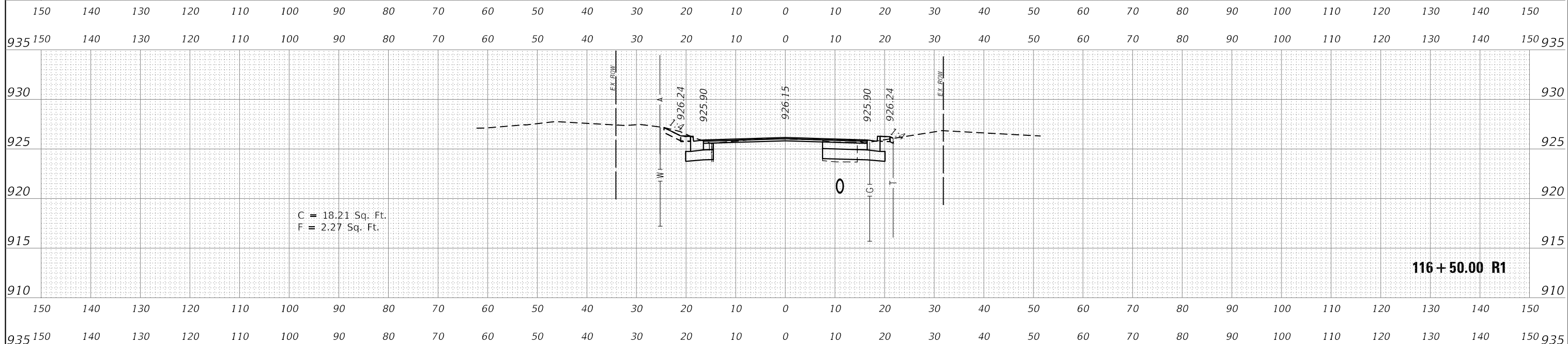
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
116/124	12-00116-00-CH	MCHENRY	208	188
CONTRACT NO. 61F58			ILLINOIS FED. AID PROJECT	

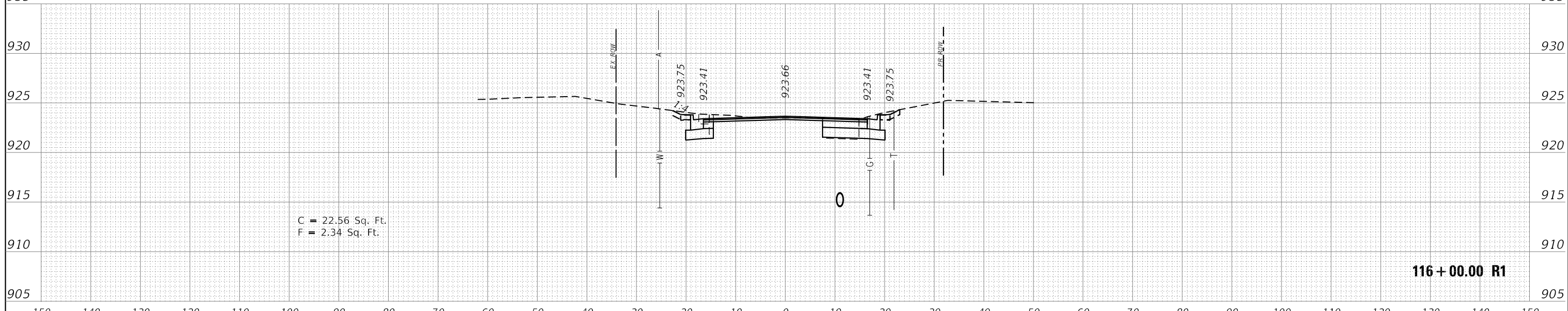




117 + 00.00 R1

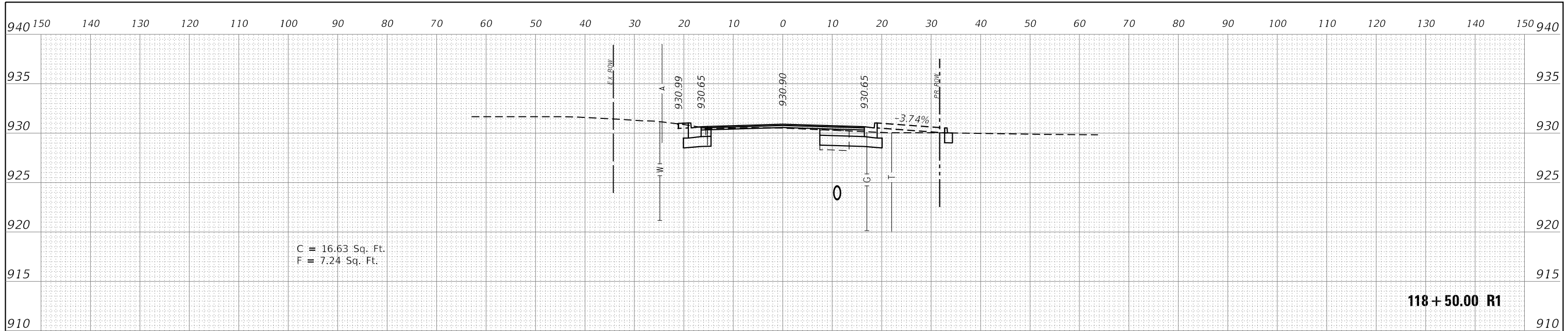


116 + 50.00 R1

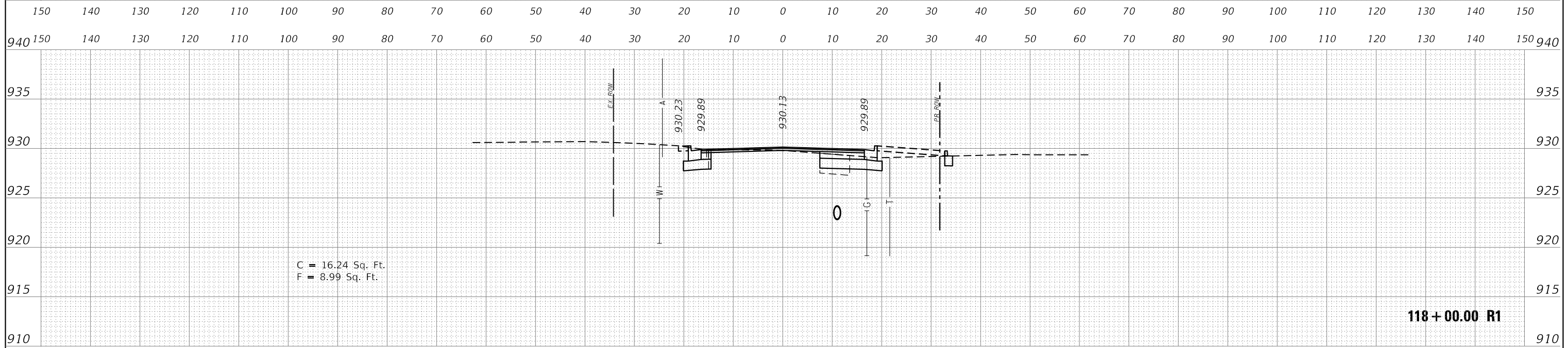


116 + 00.00 R1

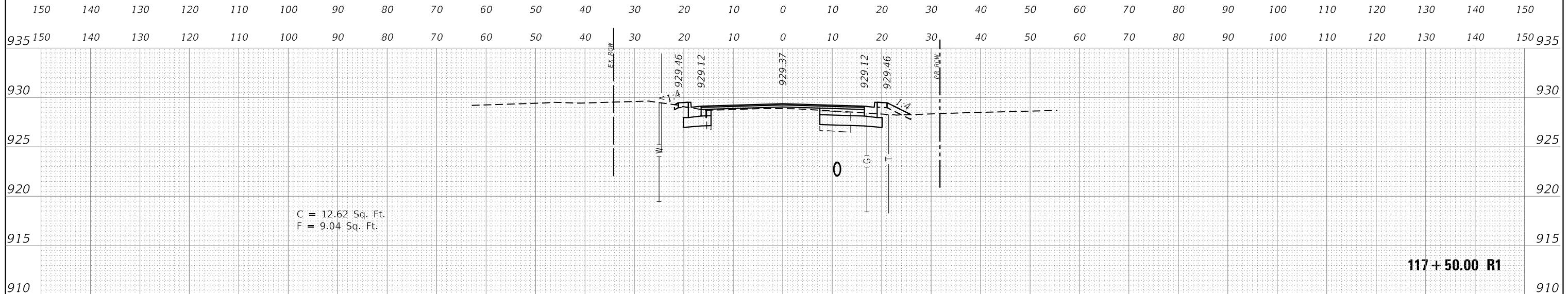
FILE NAME =	DESIGNED - KJD	REVISED -	 Alfred Benesch & Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>				<b>CROSS SECTIONS CRYSTAL LAKE AVENUE</b> <b>STA. 116+00 TO STA. 117+00</b>				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = jreambillo	DRAWN - RWK	REVISED -						116/124	12-00116-00-CH	MCHENRY	208	189				
PLOT DATE = 5/27/2019	CHECKED - DFL	REVISED -		SCALE:				SHEET NO.	OF	SHEETS	STA.	TO	STA.	CONTRACT NO. 61F58		
DATE - 5/28/2019	REVIS	REVIS											ILLINOIS FED. AID PROJECT			



C = 16.63 Sq. Ft.  
F = 7.24 Sq. Ft.

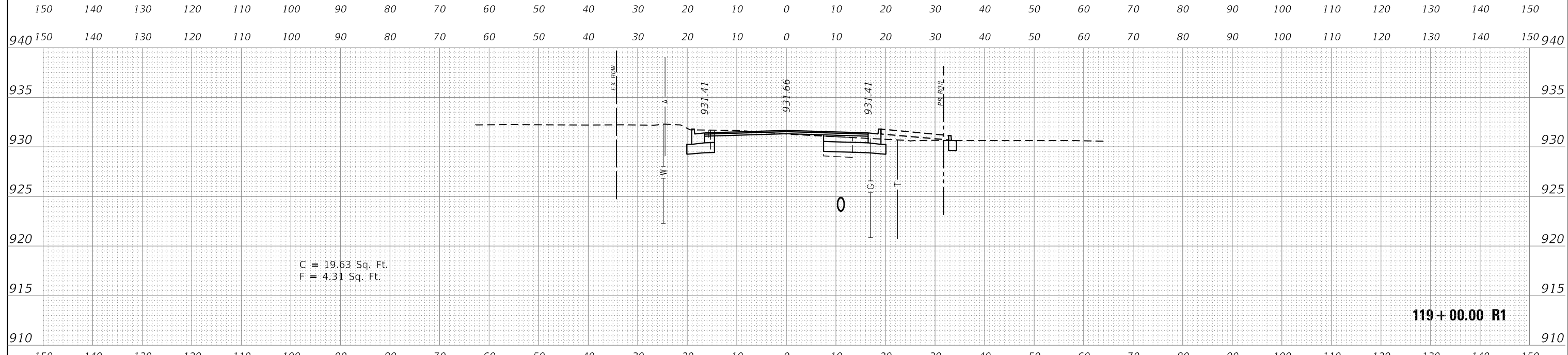
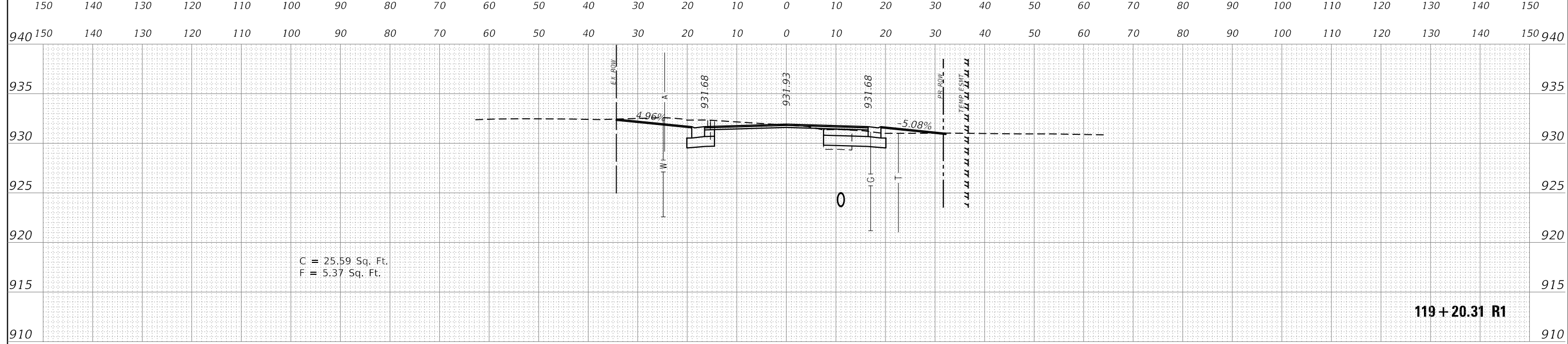
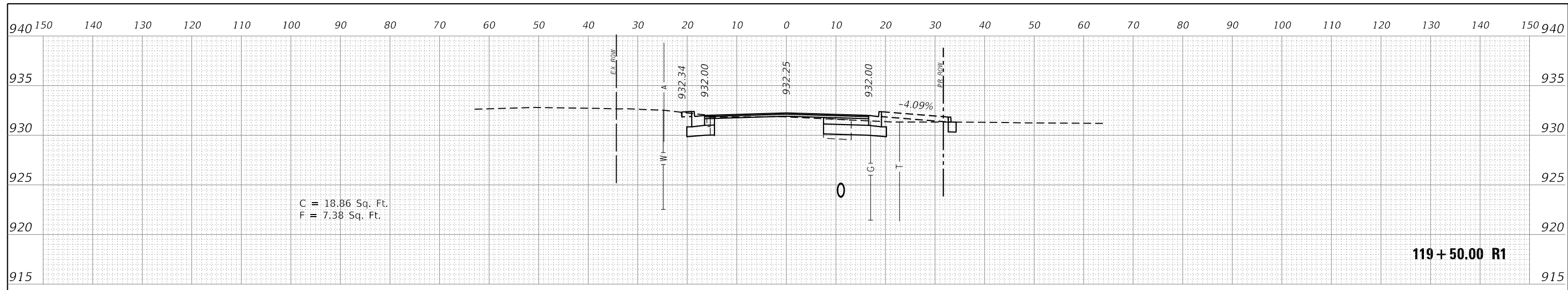



C = 16.24 Sq. Ft.  
F = 8.99 Sq. Ft.



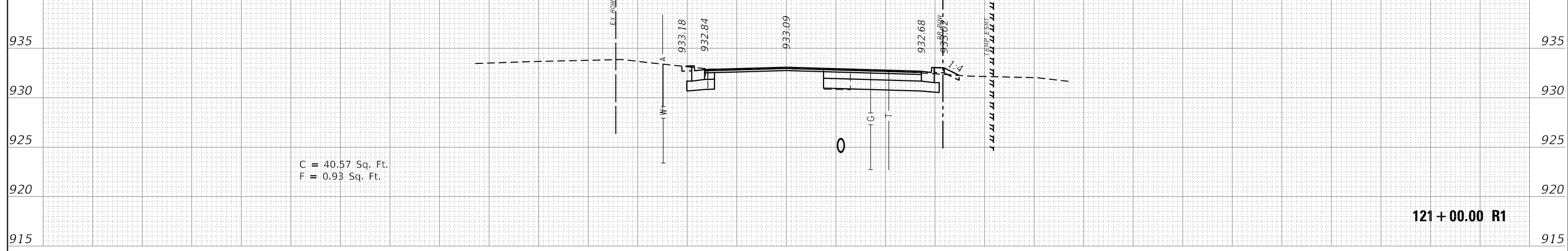
C = 12.62 Sq. Ft.  
F = 9.04 Sq. Ft.

FILE NAME =	DESIGNED - KJD	REVISED -	Alfred Benesch & Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>				<b>CROSS SECTIONS CRYSTAL LAKE AVENUE STA. 117 + 50 TO STA. 118 + 50</b>				F.A.U. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 190
USER NAME = jreambillo	CHECKED - DFL	REVISED -		SCALE:				SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 61F58			
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -											ILLINOIS FED. AID PROJECT			



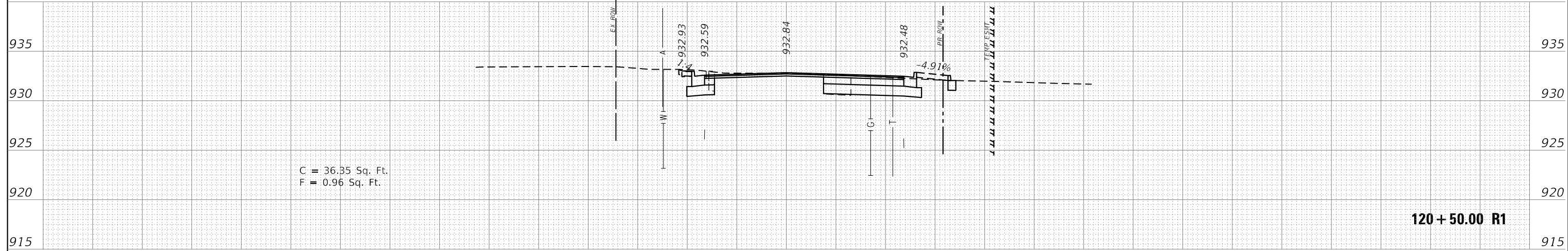
FILE NAME =	DESIGNED - KJD	REVISED -	 Alfred Benesch & Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				CROSS SECTIONS CRYSTAL LAKE AVENUE STA. 119 + 00 TO STA. 119 + 50				F.A.U. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 191							
USER NAME = jreambillo	CHECKED - DFL	REVISED -										SCALE:				SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 61F58			
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -																		ILLINOIS FED. AID PROJECT			

940 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 940



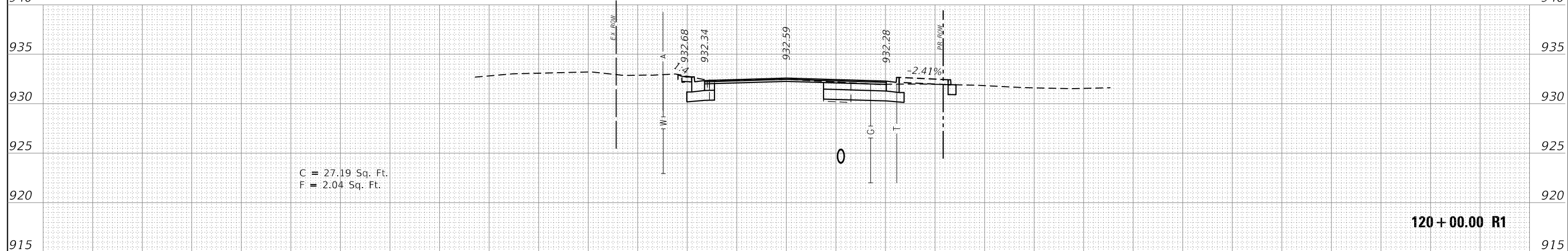
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940 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 940



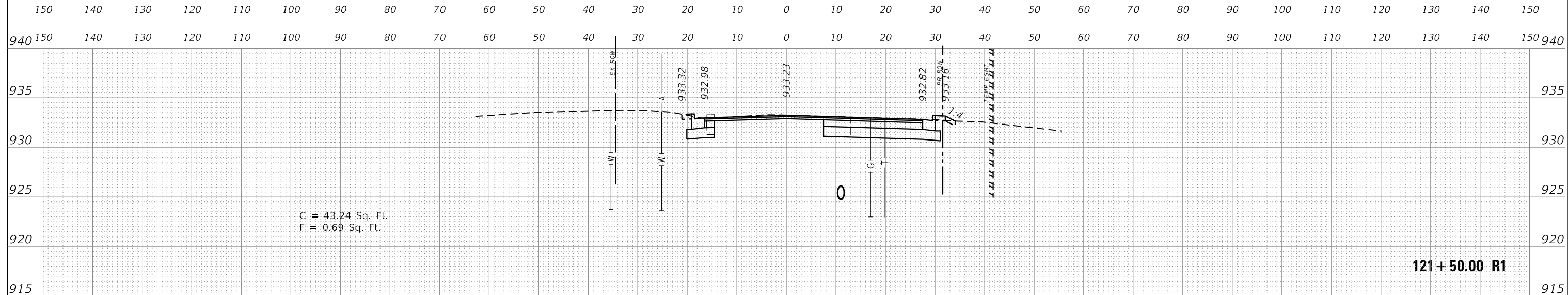
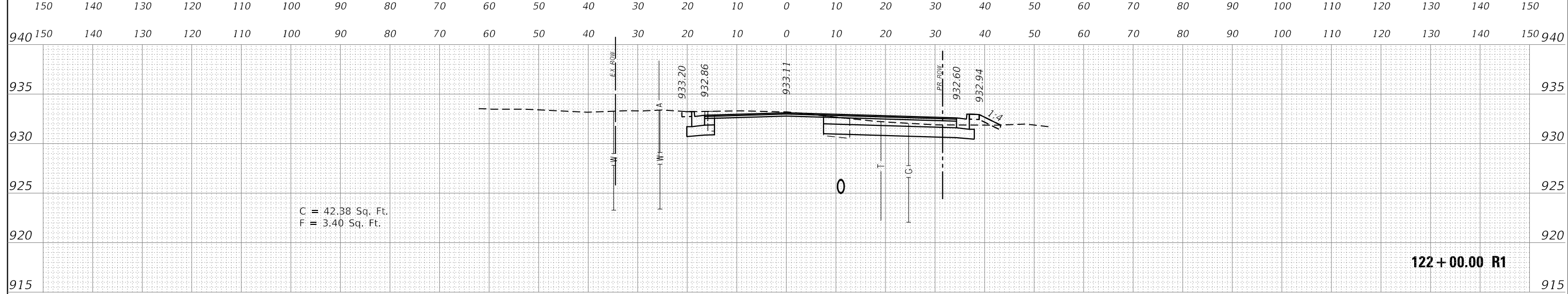
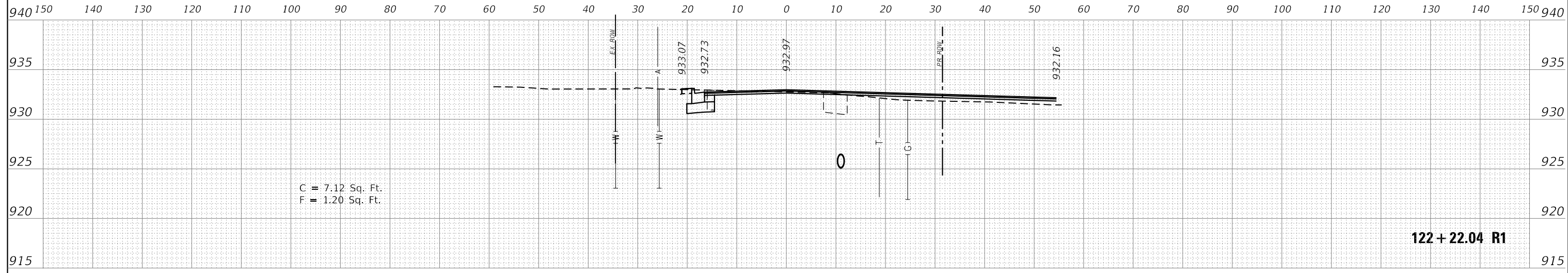
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150


940 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 940



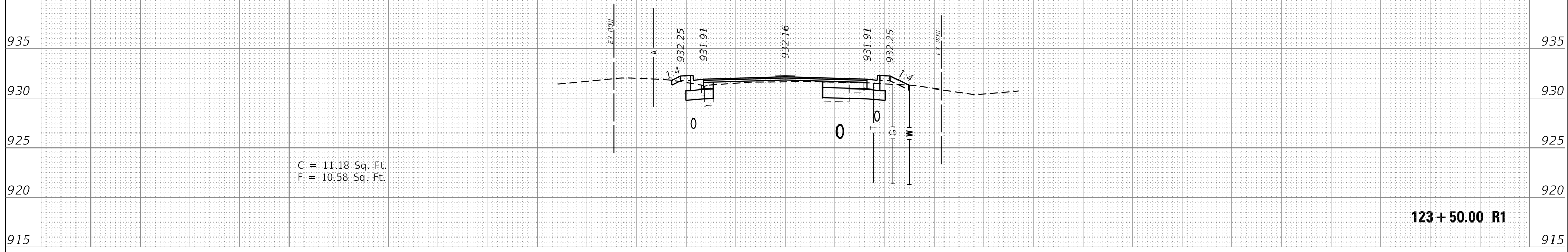
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FILE NAME =	DESIGNED - KJD	REVISED -	<p>Alfred Benesch &amp; Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214</p>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>				<b>CROSS SECTIONS CRYSTAL LAKE AVENUE STA. 120+00 TO STA. 121+00</b>				F.A.U. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = jreambillo	DRAWN - RWK	REVISED -						116/124	12-00116-00-CH	MCHENRY	208	192				
PLOT DATE = 5/27/2019	CHECKED - DFL	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 61F58								
DATE - 5/28/2019	REVISED -						ILLINOIS FED. AID PROJECT									



FILE NAME =	DESIGNED - KJD	REVISED -	 Alfred Benesch & Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>				<b>CROSS SECTIONS CRYSTAL LAKE AVENUE</b> <b>STA. 121 + 50 TO STA. 122 + 22.04</b>				F.A.U. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 193
USER NAME = jreambillo	DRAWN - RWK	REVISED -						SCALE:				SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 61F58
PLOT DATE = 5/27/2019	CHECKED - DFL	REVISED -		DATE - 5/28/2019								ILLINOIS FED. AID PROJECT				

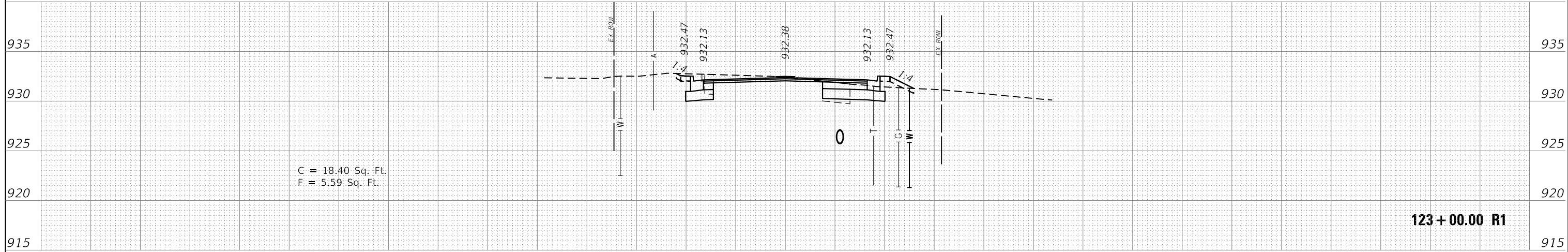
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123 + 50.00 R1

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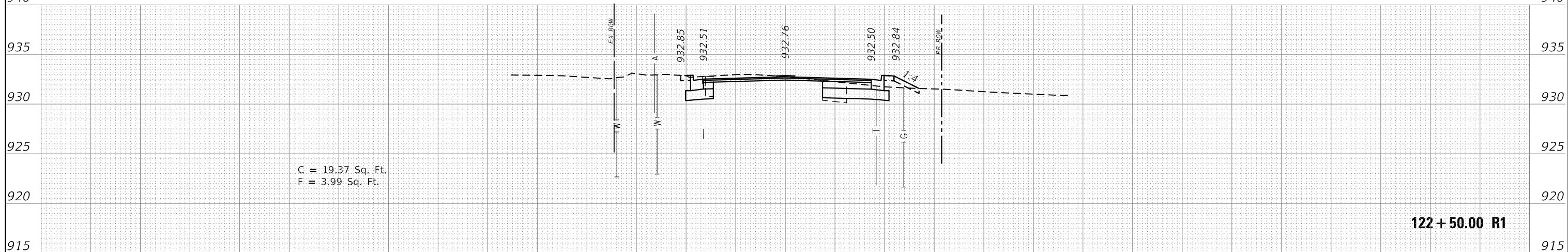
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123 + 00.00 R1

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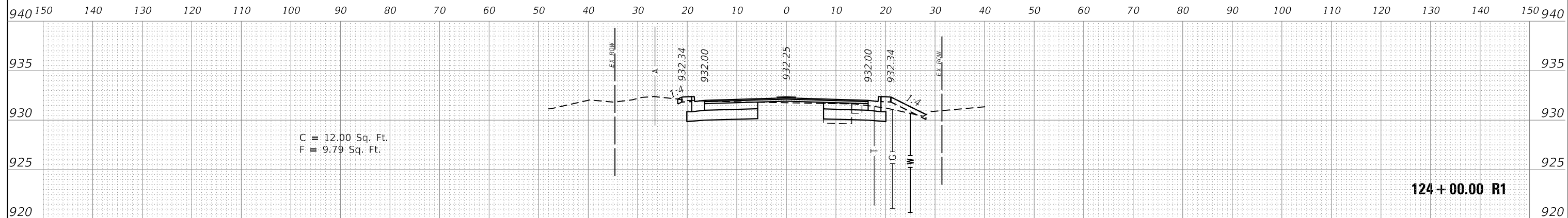
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122 + 50.00 R1

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FILE NAME =	DESIGNED - KJD	REVISED -	 Alfred Benesch & Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>				<b>CROSS SECTIONS CRYSTAL LAKE AVENUE</b> <b>STA. 122 + 50 TO STA. 123 + 50</b>				F.A.U. RTE. 116/124	SECTION 12-00116-00-CH	COUNTY MCHENRY	TOTAL SHEETS 208	SHEET NO. 194
USER NAME = jreambillo	DRAWN - RWK	REVISED -						SCALE:				SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 61F58
PLOT DATE = 5/27/2019	CHECKED - DFL	REVISED -		DATE - 5/28/2019				ILLINOIS FED. AID PROJECT								



FILE NAME =	DESIGNED - KJD	REVISED -
	DRAWN - RWK	REVISED -
USER NAME = jreambillo	CHECKED - DFL	REVISED -
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -

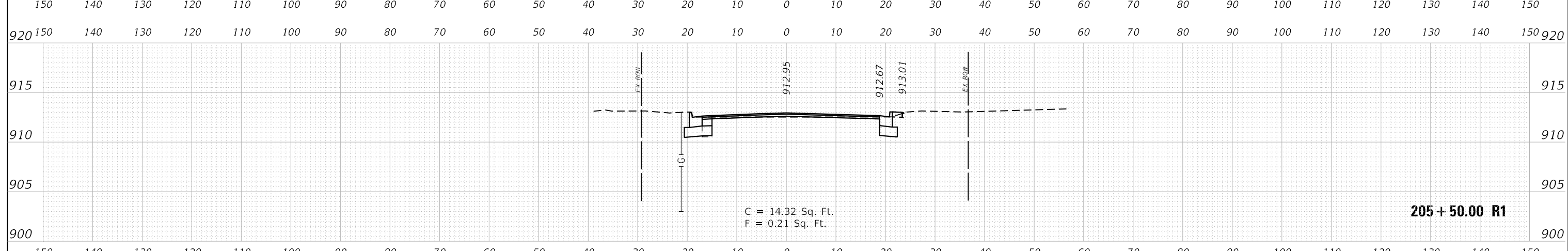
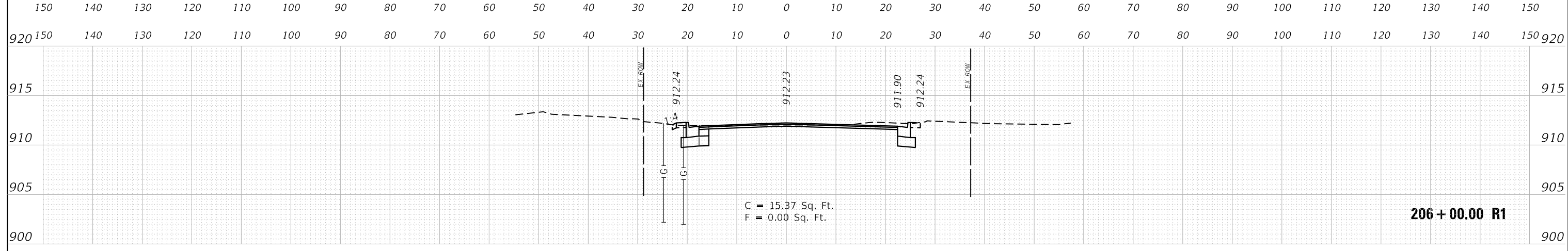
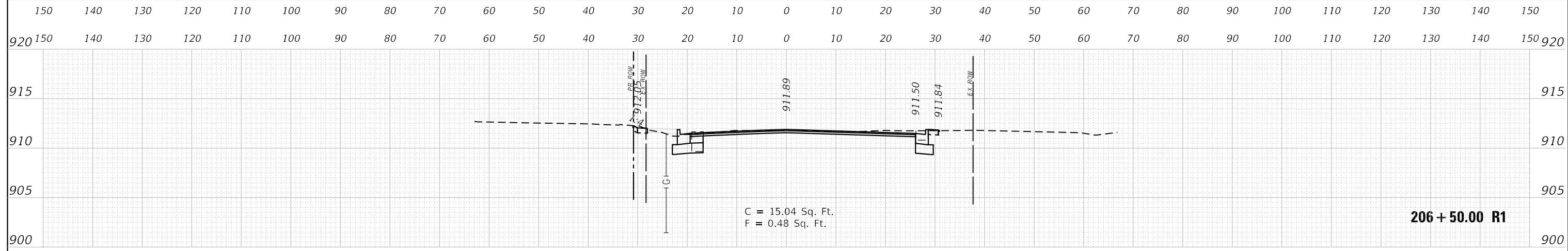
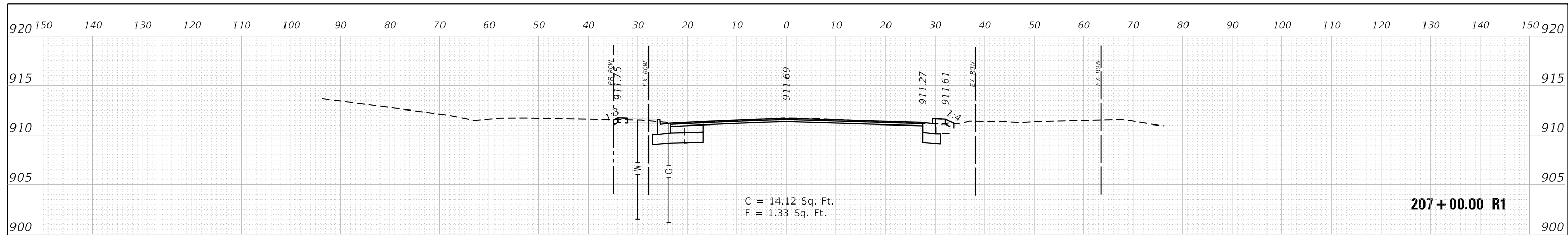


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS CRYSTAL LAKE AVENUE  
STA. 124 + 00**

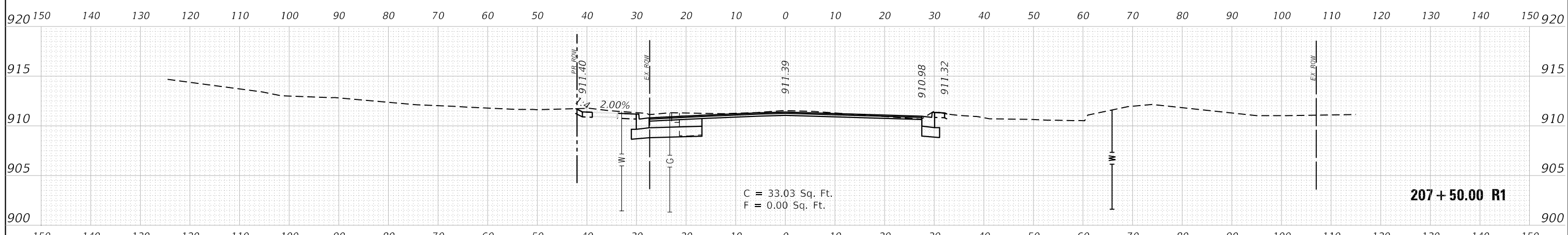
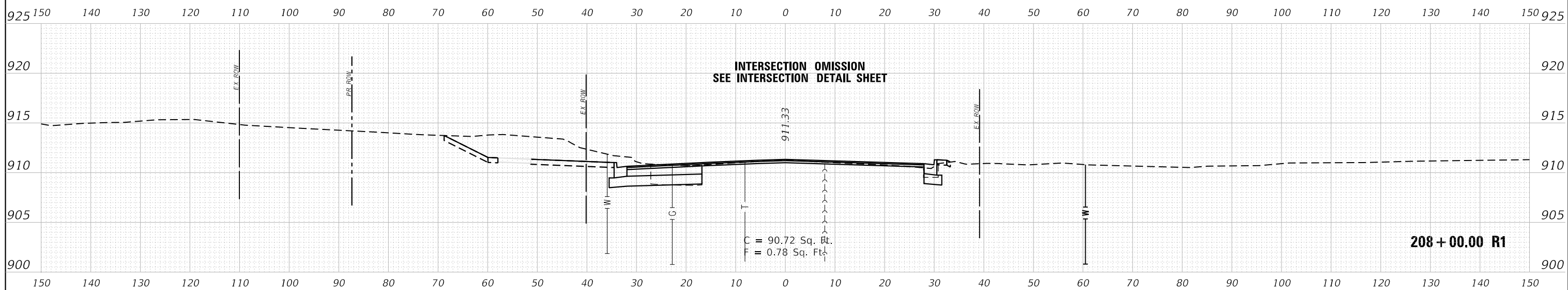
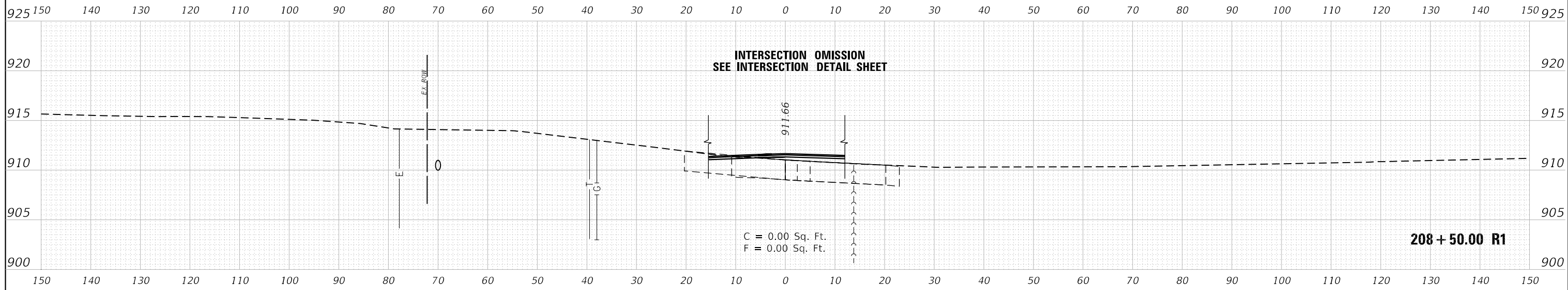
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CONTRACT NO. 61F58			ILLINOIS FED. AID PROJECT	

SCALE: SHEET NO. OF SHEETS STA. TO STA.

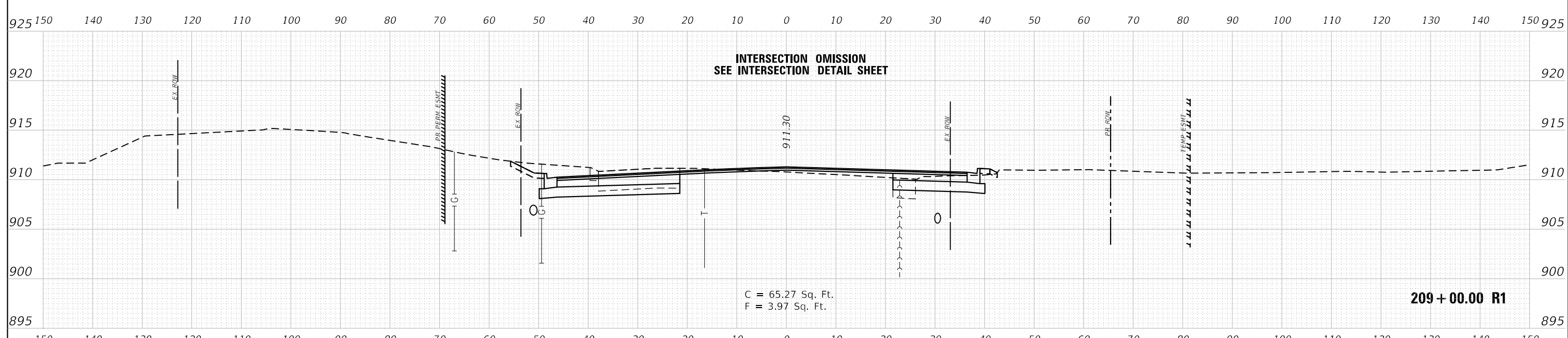
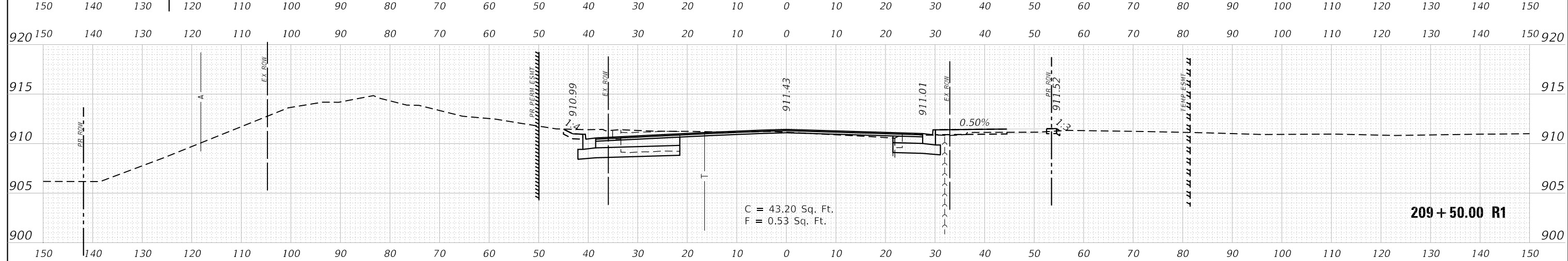
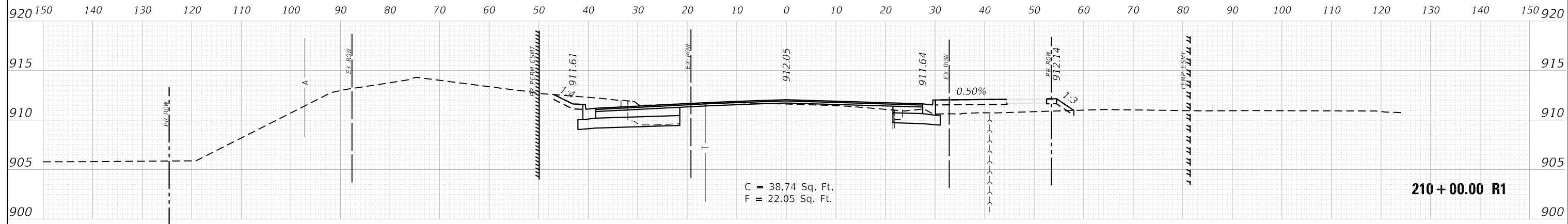


FILE NAME =	DESIGNED - KJD	REVISED -	 Alfred Benesch & Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>				<b>CROSS SECTIONS MAIN STREET</b> <b>STA. 205+50 TO STA. 207+00</b>				F.A.U. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = jreambillo	DRAWN - RWK	REVISED -										116/124	12-00116-00-CH	MCHENRY	208	196
PLOT DATE = 5/27/2019	CHECKED - DFL	REVISED -		SCALE:				SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 61F58				
DATE - 5/28/2019	DATE - 5/28/2019	REVISED -		ILLINOIS FED. AID PROJECT												

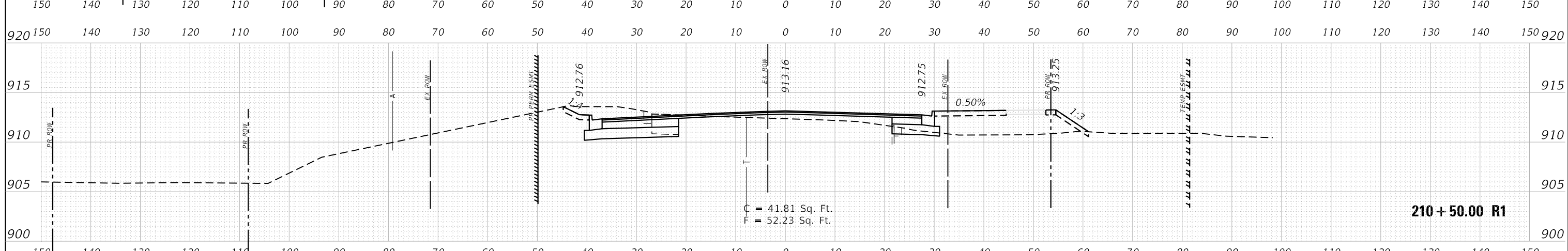
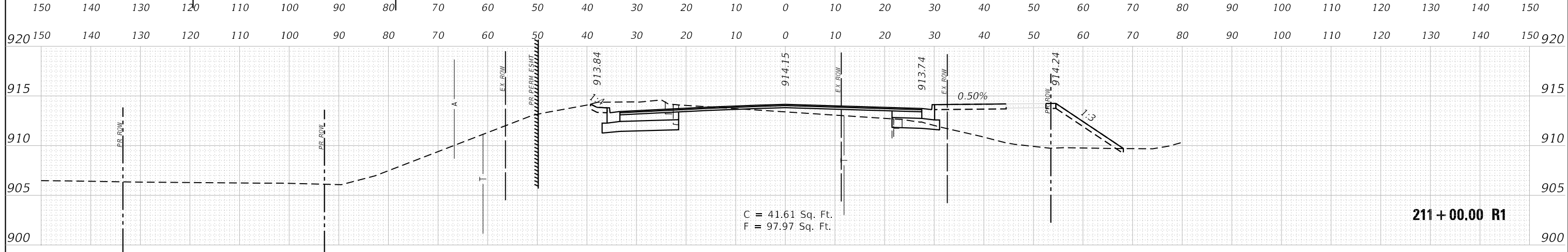
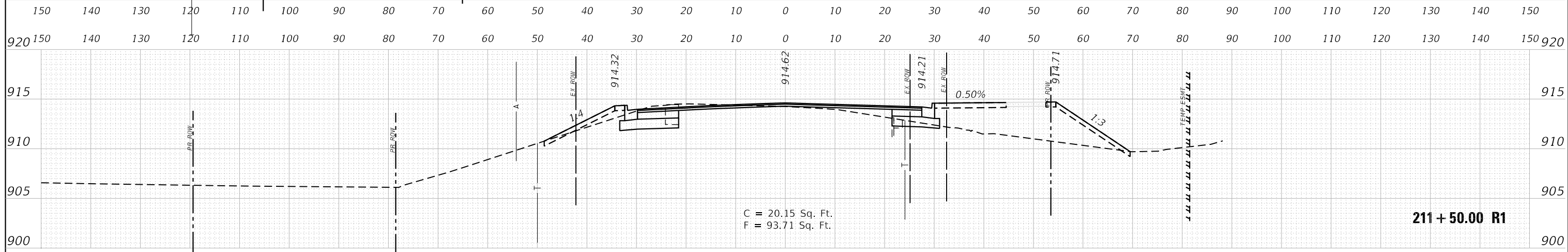
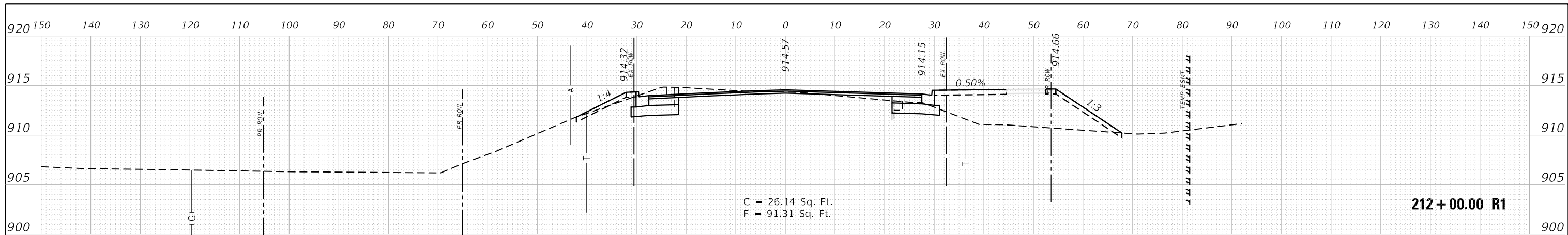




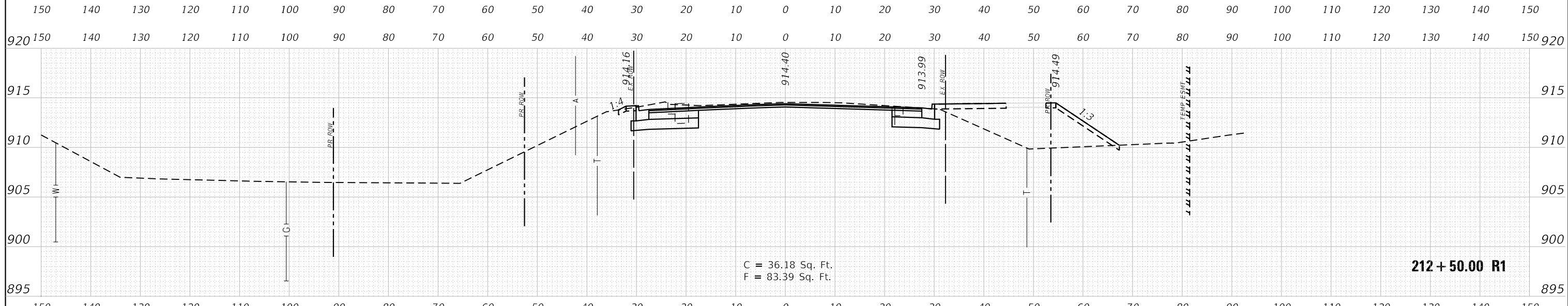
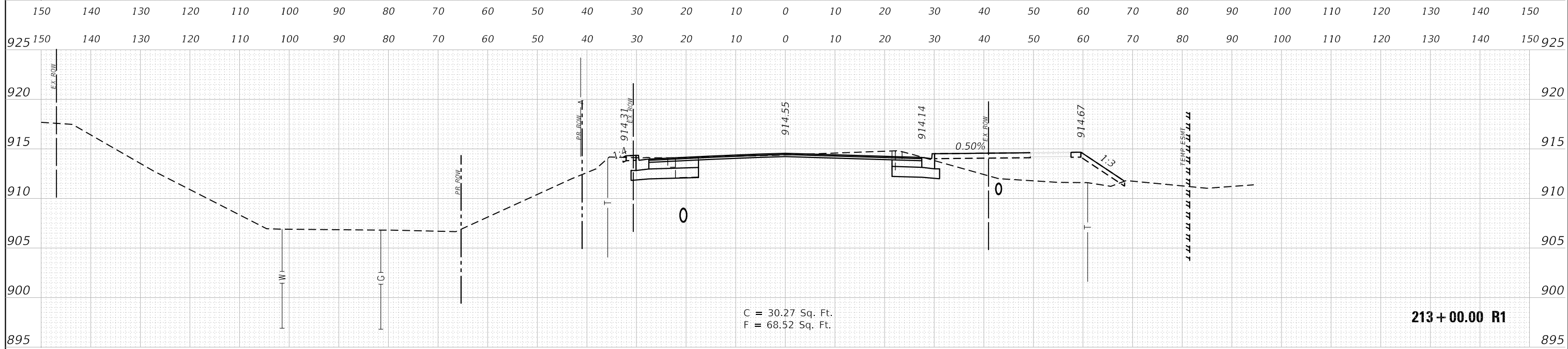
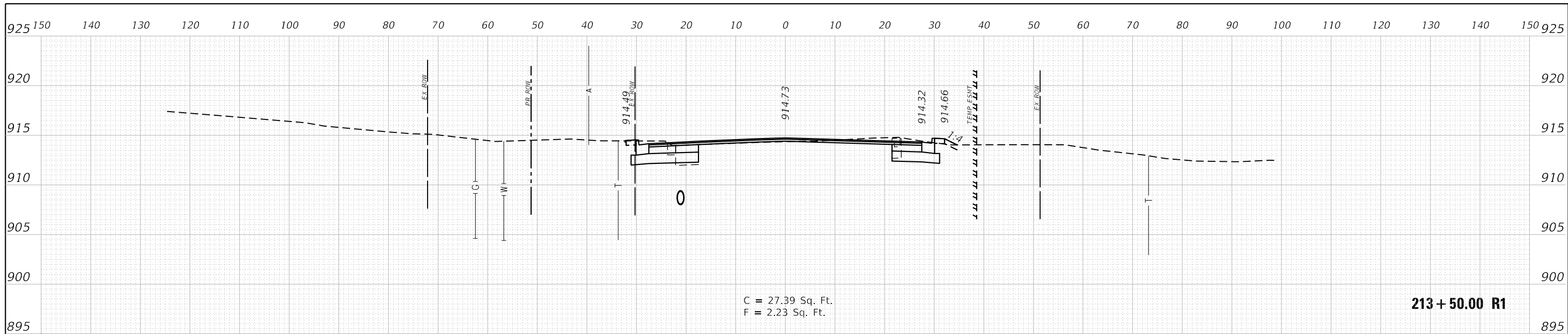
FILE NAME =	DESIGNED - KJD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS MAIN STREET STA. 207 + 50 TO STA. 208 + 50</b>				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - RWK	REVISED -		116/124	12-00116-00-CH	MCHENRY	208	197				
USER NAME = jreambillo	CHECKED - DFL	REVISED -		CONTRACT NO. 61F58				ILLINOIS FED. AID PROJECT				
PLOT DATE = 5/27/2019	DATE - 5/28/2019	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.				



FILE NAME =	DESIGNED - KJD	REVISED -	 Alfred Benesch & Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>			<b>CROSS SECTIONS MAIN STREET</b> <b>STA. 209+00 TO STA. 210+00</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = jreambillo	DRAWN - RWK	REVISED -					116/124	12-00116-00-CH	MCHENRY	208	198			
PLOT DATE = 5/27/2019	CHECKED - DFL	REVISED -		SCALE:      SHEET NO.    OF    SHEETS    STA.            TO STA.			CONTRACT NO. 61F58 ILLINOIS FED. AID PROJECT							



FILE NAME =	DESIGNED - KJD	REVISED -	<p>Alfred Benesch &amp; Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214</p>	<b>CROSS SECTIONS MAIN STREET</b> <b>STA. 210 + 50 TO STA. 212 + 00</b>			F.A.U. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = jreambillo	DRAWN - RWK	REVISED -					116/124	12-00116-00-CH	MCHENRY	208	199
PLOT DATE = 5/27/2019	CHECKED - DFL	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 61F58		ILLINOIS FED. AID PROJECT		
DATE - 5/28/2019	DATE - 5/28/2019	REVISED -									



FILE NAME =	DESIGNED - KJD	REVISED -	 Alfred Benesch & Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-865-0450 Job No. 10214	<b>CROSS SECTIONS MAIN STREET</b> <b>STA. 212 + 50 TO STA. 213 + 50</b>				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = jreambillo	DRAWN - RWK	REVISED -						116/124	12-00116-00-CH	MCHENRY	208	200
PLOT DATE = 5/27/2019	CHECKED - DFL	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 61F58		ILLINOIS FED. AID PROJECT		
	DATE - 5/28/2019	REVISED -										